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Inglês



INGLÊS

Responda a todas as perguntas EM PORTUGUÊS.

Leia o trecho abaixo e responda às questões 01, 02 e 03.

Day by day the Point got taller and taller. And day by day the shadow got longer and longer.

All around flowers died, grass turned brown and rooms became dark and cold. Old people had to turn on heaters, even in the middle of summer.

'It's just so ugly,' said Doll to Harold as they ate dinner one night. 'Once I used to look out of the window and see trees and flowers, hear singing birds. Now all I see is that ugly grey thing. There're no flowers, no trees, no light, no grass, no birds, nothing.'

'Oh, it's not that bad,' said Harold.

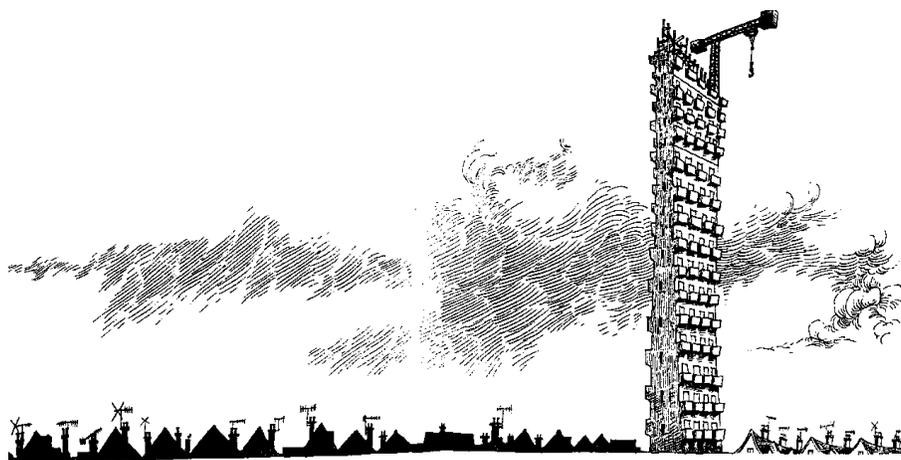
'Don't give me that,' snapped Doll. 'You don't have to watch it. Day in and day out. Watch it getting bigger and bigger and bigger.'

Rosie sat at the table and ate her dinner. She thought her mum was being stupid, although she didn't say so. Instead, she just filled her mouth with a forkful of mashed potato and stared at her plate.

Later, though, while Doll was washing up, Rosie couldn't help saying, 'I don't think it's ugly.' 'Well, you're as foolish as your father, then.' 'I just think it's . . . it's a gigantic finger pointing up to the sky. Or a tall flower. Or a wonderful steeple –'

'Listen, young lady,' interrupted Doll. 'It's not a finger and it's not a flower and it's not a steeple. It's just a shadow. Nothing else. It's just a point of shadow.'

And that was how the Point became known as Shadow Point.



(Philip Ridley. *Mercedes Ice*. London, Puffin Books. 1996, pp. 18-19)

01. Quem é quem nessa história?

02. A que se refere “*Shadow Point*”? Por que recebeu esse nome?

03. O texto menciona mudanças. Que mudanças são essas?

As questões 04, 05 e 06 dizem respeito ao texto abaixo.



nature science update

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The soil-eaters

By Ehsan Masood

It's lunchtime somewhere in rural tropical Africa. You're hungry, but the nearest restaurant is too far to walk. There's no Italian, Chinese, Indian or fast food and the telephone pizza delivery company is a little reluctant to send its dispatch rider beyond the city walls. Moreover, you're on a tight budget. What are you to do? The answer, quite literally, may lie in the soil directly beneath your feet.

According to two researchers from the University of Wales at Aberystwyth, UK, the tradition of soil consumption is still very much alive in the African tropics, India, Jamaica and it has also been reported in Saudi Arabia. Despite the advent of modern religions and the end of the slave trade, soil eating is not uncommon, though mostly confined to the poorer sections of society.

The reasons for soil consumption are many and often misunderstood, say the researchers Peter Abrahams and Julia Parsons. But geophagists – as soil-eaters are known – on the whole are regarded as quite 'normal' to most but outsiders.

"Despite the widespread distribution of geophagy, both today and in the past, it is largely unknown, under-reported, misunderstood or ignored by most people in the developed world", say Abrahams and Parsons. [This is why] "the adjectives 'eccentric', 'perverted', 'odd', and 'bizarre' have all been applied to geophagy".[...]

(Nature News Service, 1996)

04. O primeiro parágrafo se dirige a um público-leitor específico. Que público é esse? Justifique sua resposta.
05. Qual é a explicação de Abrahams e Parsons para o uso de adjetivos como "eccentric", "perverted", "odd" e "bizarre" para caracterizar a geofagia?
06. Dê um significado para a palavra "but" no trecho "...on the whole [soil eaters] are regarded as quite 'normal' to most but outsiders".

Leia o texto abaixo e responda à questão 07.

ASIDELIGHT on urban violence in the US could also be showing up a similar situation in some parts of the UK. A doctor in Arkansas has pointed out that the rise of street gangs is affecting preventive medicine for elderly people. He mentioned two patients of his, both in their early 60s, one with hypertension and the other with diabetes. Both took regular walks of a mile or two several times a week, but they have become too frightened of street gangs to go out.

Their walks ceased several months ago. Consequently both had gained about 10 pounds in weight, not a good thing for either condition. So street gangs, apart from the obvious damage they can cause, might also be worsening cardiovascular disease and diabetes in the elderly. I do not know whether anyone has noticed gains in weight for the same reason among elderly patients in some parts of London, for example.

Bill Tidy

(*New Scientist* 28 September 1991)

07. De que maneira a violência urbana pode estar afetando a saúde de pessoas idosas?

Leia os dois textos abaixo, da seção *Letters*, e responda às questões 08, 09, 10 e 11.

LETTERS

MURPHY WAS A PERFECTIONIST

As the son of the man whose name is attached to “Murphy’s law,” I want to thank you for accurately and respectfully identifying the origin of this “law” in your recent article [“The Science of Murphy’s Law,” by Robert A.J. Matthews, April]. My father was an avid reader of *Scientific American*, and I can assure you that were he still alive, he would have written to you himself, thanking you for a more serious discussion of Murphy’s Law than the descriptions on the posters and calendars that treat it so lightly.

Yet as interesting as the article is, I suggest that the author may have missed the point of Murphy’s Law. Matthews describes the law in terms of the probability of failure. I would suggest, however, that Murphy’s law actually refers to the CERTAINTY of failure. It is a call for determining the likely causes of failure in advance and acting to prevent a problem before it occurs. In the example of flipping toast, my father would not have stood by and watched the slice fall onto its buttered side. Instead he would have figured out a way to prevent the fall or at least ensure that the toast would fall butter-side up.

Murphy and his fellows engineers spent years testing new designs of devices related to aircraft pilot safety or crash survival when there was no room for failure (for example, they worked on supersonic jets and Apollo landing craft). They were not content to rely on probabilities for their successes. Because they knew that things left to chance would definitely fail, they went to painstaking efforts to ensure success.

EDWARD A. MURPHY III, Sausalito, California

After receiving more than 362 intact issues of *Scientific American*, I received the April issue – with the article on Murphy’s Law – that was not only assembled incorrectly by the printer but also damaged by the U.S. Post Office during delivery. My teenage daughter is taking this magazine into her science class to talk about Murphy’s Law. The condition of this issue is an excellent example for her presentation.

BRAD WHITNEY, Anaheim, California

(*Scientific American*, August 1997)



08. O que deu origem a esses dois textos?

09. O primeiro texto destaca dois pontos positivos e faz uma ressalva. Transcreva o quadro abaixo para o seu caderno de respostas, preenchendo-o com as informações necessárias:

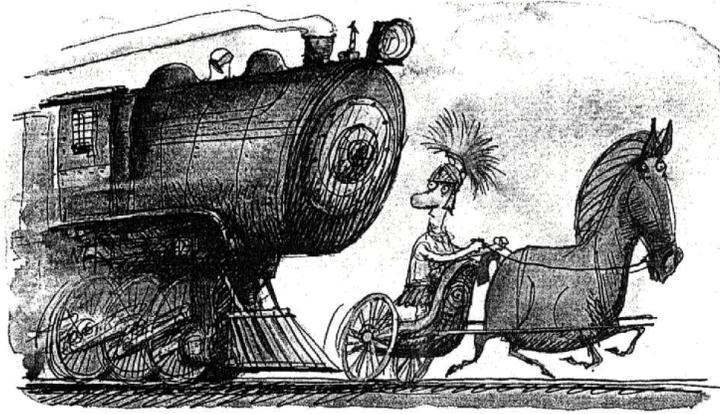
Pontos positivos	1.
	2.
Ressalva	

10. O segundo texto afirma: “*The condition of this issue is an excellent example for her presentation*”. Explique por quê.

11. Explique por que Murphy pode ser considerado um perfeccionista.



Leia o texto abaixo e responda à questão 12.



Caesar's Ghost

The real reason why things never change

The U.S. standard railroad gauge – the distance between the rails – is 4 feet, 8.5 inches. Why that exceedingly odd number? Because that's the way they built them in England, and the U.S. railroads were built by English expatriates. Why did the English people build them like that? Because the first rail lines were built by the same people who built the prerailroad tramways, and that's the gauge they used.

Why? Because the people who built the tramways used the same jigs and tools for building wagons, which used that wheel spacing. OK! Why did the wagons use that odd wheel spacing?

Well, if they tried to use any other spacing their wagons would break on some of the old long-distance roads, because that's the spacing of the old wheel ruts.

RICHARD THOMSON

So who built the old rutted roads? The first long-distance roads in Europe were built by Imperial Rome for the benefit of their legions and have been used ever since. The initial ruts, which everyone else had to match for fear of destroying their wagons, were first made by Roman war chariots, which, because they were made for or by Imperial Rome, were all alike in the matter of wheel spacing.

So, the U.S. standard railroad gauge of 4 feet, 8.5 inches derives from the original specifications for an Imperial Roman army war chariot. Specs and bureaucracies live forever.

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(UTNE READER, July-August 97, p. 32)

12. Explique o título desse texto.