

E 英語問題

注意

1. 試験開始の指示があるまでこの問題冊子を開いてはいけません。
2. 解答用紙はすべてHBの黒鉛筆またはHBの黒のシャープペンシルで記入することになっています。HBの黒鉛筆・消しゴムを忘れた人は監督に申し出てください。(万年筆・ボールペン・サインペンなどを使用してはいけません。)
3. この問題冊子は16ページまでとなっています。試験開始後、ただちにページ数を確認してください。なお、問題番号はI～VIとなっています。
4. 解答用紙にはすでに受験番号が記入されていますので、出席票の受験番号が、あなたの受験票の番号であるかどうかを確認し、出席票の氏名欄に氏名のみを記入してください。なお、出席票は切り離さないでください。
5. 解答は解答用紙の指定された解答欄に記入し、その他の部分には何も書いてはいけません。
6. 解答用紙を折り曲げたり、破ったり、傷ついたりしないように注意してください。
7. この問題冊子は持ち帰ってください。

マーク・センス法についての注意

マーク・センス法とは、鉛筆でマークした部分を機械が直接よみとって採点する方法です。

1. マークは、下記の記入例のようにHBの黒鉛筆で枠の中をぬり残さず濃くぬりつぶしてください。
2. 1つのマーク欄には1つしかマークしてはいけません。
3. 訂正する場合は消しゴムでよく消し、消しきずはきれいに取り除いてください。

マーク記入例：

A	1	2	3	4	5
	○	○	●	○	○

 (3と解答する場合)

I. 次の文を読み、下記の1～9それぞれに続くものとして、本文の内容ともっともよく合致するものを、各イ～ニから1つずつ選び、その記号を解答用紙の所定欄にマークせよ。

In September 1942, Viktor Frankl, a Jewish psychiatrist, was transported to a Nazi prison camp with his family. By the time the war ended, most of his family had died—but he, prisoner number 119104, had lived. In his bestselling 1946 book about his experiences in the camps, *Man's Search for Meaning*, Frankl concluded that the difference between those who had lived and those who had died came down to one thing: Meaning.

In the camps, those who found meaning even in the most terrible circumstances were far more able to resist suffering than those who did not. “Everything can be taken from a man but one thing,” Frankl wrote in *Man's Search for Meaning*, “the last of the human freedoms—to choose one's attitude in any given set of circumstances, to choose one's own way.”

Frankl worked as a therapist in the camps. In his book, he writes about two suicidal prisoners he encountered there. These two men felt hopeless and thought that there was nothing to live for. “In both cases,” Frankl writes, “it was a question of getting them to realize that life was still expecting something from them; something in the future was expected of them. For one man, it was his young child, for the other, it was a series of books that he needed to finish.” Frankl writes:

A man who becomes conscious of the responsibility he bears toward a human being who affectionately waits for him, or to an unfinished work, will never be able to throw away his life.

Man's Search for Meaning has sold millions of copies worldwide. Nowadays, however, the book's ethos—its emphasis on meaning, the value of suffering, and responsibility to something greater than the self—seems to be in contradiction to the values of our modern culture, which is more interested in the pursuit of individual happiness than in the search for meaning. “To the European,” Frankl wrote, “it is a characteristic of American culture that, again and again, one is commanded and ordered to ‘be happy.’ But happiness cannot be pursued; it must emerge. One must have a reason to ‘be happy.’”

According to an opinion poll, the happiness levels of Americans are the highest

they have been in four years. Nearly 60 percent of all Americans today feel happy. On the other hand, about 4 out of 10 Americans have not discovered a satisfying life purpose. Research has shown that having purpose and meaning in life increases overall well-being and life satisfaction, improves mental and physical health, enhances the ability to endure, enhances self-esteem, and decreases the chances of depression. On top of that, the single-minded pursuit of happiness is ironically leaving people less happy. "It is the very pursuit of happiness," Frankl knew, "that thwarts happiness."

This is why some researchers are cautioning against the pursuit of mere happiness. In a new study, scientists asked nearly 400 Americans aged 18 to 78 whether they thought their lives were meaningful and/or happy. Examining the results, they found that a meaningful life and happy life overlap in certain ways, but are ultimately very different. Leading a happy life, the psychologists found, is associated with being a "taker" while leading a meaningful life corresponds with being a "giver." "Happiness without meaning characterizes a relatively shallow, self-absorbed or even selfish life, in which things go well, needs and desire are easily satisfied, and difficult or complex relationships are avoided," the authors write.

How do the happy life and the meaningful life differ? Happiness, they found, is about feeling good. People who are happy tend to think that life is easy, they are in good physical health, and they are able to buy the things that they need and want. While not having enough money decreases how happy and meaningful you consider your life to be, it has a much greater impact on happiness. The happy life is also defined by a lack of stress or worry.

Most importantly from a social perspective, the pursuit of happiness is associated with selfish behavior—being, as mentioned, a "taker" rather than a "giver." The psychologists give an evolutionary explanation for this: happiness is about drive reduction. If you have a need or a desire—like hunger—you satisfy it, and that makes you happy. People become happy, in other words, when they get what they want. Humans, then, are not the only ones who can feel happy. Animals have needs and drives, too, and when those drives are satisfied, animals also feel happy, the researchers point out.

"Happy people get a lot of joy from receiving benefits from others while people leading meaningful lives get a lot of joy from giving to others," explained Kathleen

Vohs, one of the authors of the study. In other words, meaning *transcends the self while happiness is all about giving the self what it wants. People who have high meaning in their lives are more likely to help others in need. “If anything, pure happiness is linked to not helping others in need,” the researchers write.

What sets human beings apart from animals is not the pursuit of happiness, which occurs all across the natural world, but the pursuit of meaning, which is unique to humans, according to Roy Baumeister, the lead researcher of another study.

The study participants reported deriving meaning from giving a part of themselves to others and making a sacrifice on behalf of the group. For instance, having more meaning in one’s life was associated with activities like buying presents for others, taking care of kids, and arguing. People whose lives have high levels of meaning often actively seek meaning out even when they know it will come at the expense of happiness. Because they have invested themselves in something bigger than themselves, they also worry more and have higher levels of stress and anxiety in their lives than happy people. Having children, for example, is associated with the meaningful life and requires self-sacrifice, but it has been famously associated with low happiness among parents.

“Partly what we do as human beings is to take care of others and contribute to others. This makes life meaningful but it does not necessarily make us happy,” Baumeister told me in an interview.

Meaning is not only about transcending the self, but also about transcending the present moment. While happiness is an emotion felt in the here and now, it ultimately fades away, just as all emotions do; positive feelings and feelings of pleasure are fleeting. The amount of time people report feeling good or bad correlates with happiness but not at all with meaning.

Meaning, on the other hand, is enduring. It connects the past to the present to the future. “Thinking beyond the present moment, into the past or future, was a sign of the relatively meaningful but unhappy life,” the researchers write. “Happiness is not generally found in contemplating the past or future.” That is, people who thought more about the present were happier, but people who spent more time thinking about the future or about past struggles and sufferings felt more meaning in their lives, though they were less happy.

Having negative events happen to you decreases your happiness but increases the amount of meaning you have in life. People who have meaning in their lives, in the form of a clearly defined purpose, rate their satisfaction with life higher, even when they are feeling worse, than those who do not have a clearly defined purpose. "If there is meaning in life at all," Frankl wrote, "then there must be meaning in suffering."

*transcend : 超越する

1. The main focus of Viktor Frankl's book is the meaning of
 - イ. freedom.
 - ロ. life.
 - ハ. love.
 - ニ. sacrifice.

2. The passage suggests that the two prisoners described in Frankl's book
 - イ. learned that they had a responsibility to live.
 - ロ. encouraged Viktor Frankl to keep living.
 - ハ. realized that they did not need meaning to live.
 - ニ. did not survive the concentration camps.

3. According to Frankl, Europeans think that Americans
 - イ. should stop feeling so happy.
 - ロ. are tired of being happy.
 - ハ. have many reasons to be happy.
 - ニ. feel pressure to be happy.

4. The underlined word "thwarts" (paragraph 5) is closest in meaning to
 - イ. creates.
 - ロ. defines.
 - ハ. prevents.
 - ニ. welcomes.

5. The passage suggests that being happy
- ㄱ. is a feeling we share with animals.
 - ㄴ. has no relationship with wealth.
 - ㄷ. is a feeling that lasts a long time.
 - ㄹ. results mainly from having a purpose in life.
6. People who pursue happiness are likely to spend time thinking about all of the following EXCEPT
- ㄱ. what they can buy with their money.
 - ㄴ. how they can help other people.
 - ㄷ. what they are doing in the present.
 - ㄹ. how they can satisfy their own needs.
7. The underlined word "fleeting" (paragraph 13) is closest in meaning to
- ㄱ. empty.
 - ㄴ. meaningful.
 - ㄷ. permanent.
 - ㄹ. temporary.
8. The passage suggests that suffering
- ㄱ. has little effect on the lives of happy people.
 - ㄴ. takes away one's sense of purpose in life.
 - ㄷ. can increase one's satisfaction with life.
 - ㄹ. is the only source of meaning in life.
9. The most appropriate title for this passage is
- ㄱ. A Happy Life is a Meaningful Life.
 - ㄴ. The Suffering of Viktor Frankl.
 - ㄷ. Live a Happy Life!
 - ㄹ. A Life with Meaning.

- II. 次の文を読み、下記の1～10それぞれに続くものとして、本文の内容ともっともよく合致するものを、各イ～ニから1つずつ選び、その記号を解答用紙の所定欄にマークせよ。

My friend George is not an angry driver. He meditates regularly, hosts a monthly Buddhist book club and approaches life with more calm than most New Yorkers. But there's one aspect of driving a car in New York City that makes George upset: the growing number of bicyclists. "Many feel they own the streets; worse, they often break the law," he says. "As a driver, I find many bikers annoying, selfish, and dangerous."

Once a means of transport for bike messengers and deliverymen, cycling has gone mainstream in much of New York City. More than twice as many New Yorkers, nearly 20,000, commuted to work by bike in 2011 than in 2006, while the number of New Yorkers who ride their bike daily increased by more than 13% over just the past two years. And much of that two-wheeled growth is due to the bike friendly policies of Mayor Mike Bloomberg and his transportation manager Janette Sadik-Khan. More than 290 miles of new bike lanes have been built since Bloomberg took over in 2002—altogether there are more than 700 miles—including new routes physically separated from the main streets like Manhattan's Ninth Avenue.

"Between 2 and 2.5% of all vehicle miles traveled in the entire city of New York is by bike," says Charles Komanoff, a transport analyst. "That's five or six times what it was 30 years ago."

The bike-ification of New York's crowded streets will be completed this month when the Citi-Bike share program launches. Modeled after similar bike share programs in Washington D.C. and Paris, the Citi-Bike program will eventually have up to 10,000 bicycles scattered at 600 stations around Manhattan and some parts of Brooklyn and Queens. For a modest fee, New Yorkers will be able to take out a bike at one station, cycle to another part of town and leave the bike at another station. Bike sharing has worked elsewhere—a recent survey estimated that the D.C. program reduced driving miles per year by nearly 5 million—and it will further encourage cycling in New York. As the cyclist and musician David Byrne wrote recently in the *New York Times*, "This system is not geared for leisurely rides...."

This is for getting around.”

And that is what has some New Yorkers—drivers and pedestrians alike—so annoyed. New York is almost certainly the most crowded city in America. More than 600,000 cars crawl into lower Manhattan each day. Add millions of pedestrians, and you have a daily war for scarce space on the streets and sidewalks. To the drivers and walkers who have long owned the city, any competition is unwelcome. The *New York Post* labeled Bloomberg’s bike program a “crazed campaign,” while community groups have risen up against some of the new bike lanes. Drivers like George are frustrated by the unpredictability of cyclists, while pedestrians trade stories about bikers who race along the sidewalk or blast through red lights. A 2011 study found that more than 500 New York pedestrians a year make hospital trips after getting hit by bikes.

With the Citi-Bike program likely to put thousands of new cyclists onto New York’s streets, safety concerns are only going to grow. Last month New York City official John Liu released a report warning that the bike share program could lead to more accidents, injuries and lawsuits against the city. (In 2010, there were 368 crashes reported by bicyclists and 19 cyclists died—up from 286 injuries and 12 deaths in 2009.) Liu called for helmets to be made compulsory for all Citi-Bike riders and suggested that the new cyclists would be a danger to themselves and others. “In the rush to place ten thousand bicycles on our streets, City Hall may have pedaled past safety measures,” Liu said in a statement.

But look at the numbers more closely, and you’ll see that cyclists are much more threatened than threatening—even in New York. The number of people who’ve been killed in traffic accidents in New York has declined over the past decade, and the number of bikers is growing faster than the number of bike accidents. And despite the public perceptions of out-of-control cyclists, bikers are rarely at fault for accidents—especially with cars. A study by Monash University in Australia that looked at driver-cyclist collisions found that nearly 90% of cyclists had been traveling in a safe and legal manner just before the crashes, while vehicle drivers were at fault for more than 80% of the collisions, with the remaining collisions classified as no-fault.

A 2011 study of Barcelona’s bike-sharing program found a tiny increase in the

risk of death from bicycle-related traffic accidents, but one that was more than balanced out by deaths that were prevented as a result of the health benefits of regular cycling. “There’s a big public health angle for encouraging more cycling in our cities,” says John Pucher, co-author of a forthcoming book *City Cycling*.

It’s also possible that the Citi-Bike share program could make the streets safer for cyclists, simply by putting more of them on the streets. In cycling cities like Amsterdam—where 26% of daily trips are by bike—cyclists are so commonplace that drivers and pedestrians have become accustomed to their presence, and give them the necessary space. (It also helps that Dutch children are taught safe cycling from an early age.) The more cyclists there are on the roads, the more they become part of traffic—instead of a resented exception. That in turn helps encourage the cyclists themselves to follow the rules, instead of acting like two-wheeled rebels. “In America you can feel like you’re not welcome, but in Amsterdam the system just accepts you as a cyclist,” says Andy Clark, the president of the League of American Bicyclists. “You don’t feel like you’re outside the law.” If drivers, pedestrians, and cyclists can all remain on the right side of the law, there should be room for all of them.

1. According to the passage, in New York City

- イ. bicycles are mainly used to carry messages and packages.
- ロ. the mayor has little influence on cycling habits.
- ハ. there are more than 700 miles of bike lanes.
- ニ. 2.5% of New Yorkers now use bicycles.

2. Regarding bike-sharing programs, the passage states that

- イ. the Paris program is based on the New York City program.
- ロ. the Washington and Paris programs together have 10,000 bicycles.
- ハ. the New York City program will offer use of its bikes for free.
- ニ. the Washington program led to a decrease in the use of cars.

3. The underlined word “geared” (paragraph 4) is closest in meaning to
- ㄱ. allowed.
 - ㄴ. changed.
 - ㄷ. designed.
 - ㄹ. ready.
4. All of the following are mentioned as reasons why people do not like bicyclists EXCEPT that they
- ㄱ. ignore traffic lights.
 - ㄴ. speed ahead of cars.
 - ㄷ. don't cycle carefully on sidewalks.
 - ㄹ. behave unexpectedly in traffic.
5. John Liu suggests that
- ㄱ. helmets are not necessary for all cyclists.
 - ㄴ. bike share programs in other cities have increased deaths.
 - ㄷ. the city government is not thinking seriously enough about safety.
 - ㄹ. cyclists are most dangerous to pedestrians.
6. The author refers to the study by Monash University to support the idea that
- ㄱ. Australia has fewer car-bicycle accidents than America.
 - ㄴ. cyclists usually aren't at fault in car-bicycle accidents.
 - ㄷ. in most car-bicycle accidents, no one is to blame.
 - ㄹ. regular cycling provides significant health benefits.
7. The underlined word “angle” (paragraph 8) is closest in meaning to
- ㄱ. aspect.
 - ㄴ. corner.
 - ㄷ. direction.
 - ㄹ. reality.

8. According to the passage, one reason cycling in Amsterdam is so trouble-free is that
- イ. there are more rules related to cycling in Amsterdam.
 - ロ. Dutch people are generally more open-minded than Americans.
 - ハ. there are so many cyclists that people are used to them.
 - ニ. cyclists have their own roads that are not shared with cars or pedestrians.
9. The author would probably agree that cyclists in New York City
- イ. will behave better if they are accepted by the public.
 - ロ. should follow the same rules as car drivers do.
 - ハ. will become more rebellious in the future.
 - ニ. should be required to use their own bicycles.
10. The most appropriate title for this passage is
- イ. The Risks of City Cycling.
 - ロ. Drivers, Walkers, and Cyclists.
 - ハ. The History of the Bike-Sharing Program.
 - ニ. Bike Riding in New York City.

Ⅲ. 次の空所(1)~(8)を補うのもっとも適当なものを、それぞれ対応する下記のイ~ニから1つずつ選び、その記号を解答用紙の所定欄にマークせよ。

This is the story of my friend Jim and my volunteer project to replant trees. The project started on March 1st. The total number of trees to be planted was 600, but we only had two people working at that time, (1) normally such a job would have required at least 4 people to complete within the four days we were allowed. (2), Jim and I were pretty confident that we could get it done within the four-day time limit. In order to make sure we succeeded, we set ourselves a very high target on the first day. So, despite the fact that it was raining hard, we worked outside the whole of that day. Of course, in normal conditions we would have had a break or done alternative work inside. But for this project, we would have to work outside (3) of the weather! We ended up planting 110 trees that day. (4) for us, on the second day, we had warm, dry weather. (5) we made really good progress, and had planted 340 trees by the end of the day. But on the third day, things got really tough. There was a heavy frost which meant the ground was too hard to dig in the early morning. We had no option other than to kill time and wait until the sun melted the ice. It was not until almost mid-day that we were able to start work again. Still, we thought that (6) we managed to get 60 planted that day, we could still meet the deadline. We worked very late and managed to reach our target of 400 planted by the end of the third day. (7) you can imagine, we were quite tense on the morning of day four and started early. (8) you believe we managed to get 200 trees planted in 8 hours, a record! It might not seem much to you, but for us it was a really big achievement!

- | | | | |
|-------------------|-----------------|-------------------|------------------|
| 1. イ. also | ロ. for | ハ. however | ニ. while |
| 2. イ. Because | ロ. Nevertheless | ハ. Overall | ニ. Though |
| 3. イ. despite | ロ. regardless | ハ. thinking | ニ. without |
| 4. イ. Finally | ロ. In contrast | ハ. Luckily | ニ. Oppositely |
| 5. イ. As a result | ロ. In the case | ハ. In the outcome | ニ. In the result |
| 6. イ. as far as | ロ. as long as | ハ. even if | ニ. in fact |
| 7. イ. As | ロ. If | ハ. Though | ニ. Whereas |
| 8. イ. Don't | ロ. Might | ハ. Will | ニ. Would |

IV. 次の空所(1)~(9)を補うのにもっとも適当なものを、それぞれ対応する下記のイ~ニから1つずつ選び、その記号を解答用紙の所定欄にマークせよ。

Anne: Hi John! I heard that you won the soccer match (1) the Vengens team! Congratulations!

John: Thanks. But it wasn't an easy win at all. We had to play as hard as we could right till the final whistle.

Anne: It (2) have been an exciting game, then. I'll (3) the fans went crazy.

John: Of course. They were cheering wildly and they all wanted to congratulate us.

Anne: I wish I (4) gone. But I had to take the exam. And the match was (5) at the same time.

John: How do you think you did?

Anne: Not (6). It wasn't that hard.

John: I (7) you get a good mark. You deserve it (8) all that study.

Anne: It's nice of you to say so. How about going out (9) a drink tonight to celebrate?

John: OK. Let's meet at the campus gate at 6:00.

- | | | | |
|---------------|------------|------------|----------------|
| 1. イ. against | ロ. for | ハ. of | ニ. to |
| 2. イ. could | ロ. may | ハ. must | ニ. should |
| 3. イ. bet | ロ. imagine | ハ. suppose | ニ. sure |
| 4. イ. could | ロ. did | ハ. had | ニ. was |
| 5. イ. holding | ロ. in | ハ. on | ニ. taking |
| 6. イ. bad | ロ. fine | ハ. well | ニ. well enough |
| 7. イ. expect | ロ. hope | ハ. think | ニ. wish |
| 8. イ. after | ロ. having | ハ. taking | ニ. through |
| 9. イ. as | ロ. for | ハ. to | ニ. with |

V. 次の文1～5は世界のいくつかの都市についての記述である。1～5のそれぞれにおいて、下線部イ～ニのうち、英語表現上正しくないものを1つずつ選び、その記号を解答用紙の所定欄にマークせよ。

1. Marvellous Melbourne ranked top_イ on the *Economist's* most liveable cities list for two years running. Situated on_ロ southern Australia's Port Phillip Bay at_ハ the mouth of the Yarra River, it has green parks, numerous art galleries and narrow alleys, all of which gives_ニ the city a rich and varied street life.

2. After currency rate changes_イ pushed Zurich to the top of the ranking last year, Tokyo has resumed_ロ its place as the world's most expensive city. This is a familiar position for a_ハ Japanese capital which has been the world's most expensive city for all but a handful of_ニ the last 20 years.

3. Seoul is easy to access using_イ its extensive and efficient public transportation_ロ. If you love spacious city parks, Seoul will be more than satisfied_ハ with its many central green spaces_ニ.

4. Cultural_イ minded, food-obsessed Paris is the world's most attractive city, but it's very expensive. Berlin, with its cool, artistic lifestyle and comparable_ロ features, provides_ハ ample similarities without_ニ costing as much.

5. Singapore takes the state of its food and dining very seriously_イ. The government promotes it, the residents_ロ debate it and everybody eats_ハ very well. Singapore's cuisine is a result of the delicious mix of Chinese, Malay, Indian and Eurasian culture_ニ that come together here.

VI. 次の空所(1)~(4)それぞれにもっとも適当な1語を補い, 英文を完成せよ。解答は解答用紙の所定欄にするせ。

Dear Alan,

It's been (1) time since I last wrote to you. I hope you have been well. As you may recall, we (2) last time we met, that we would arrange a family meeting around Christmas. I've talked with Jane and the children and they would like us to meet (3) Christmas, since we are all busy from Christmas Eve through to the New Year, and then we start work again in early January. I (4) if we could meet on December 23rd? That would be a very convenient date for us, and it is a Saturday. What do you think? Please let me know.

Best,

Peter

【以下余白】