



Living the Dream 实现梦想

Legson Didimu Kayira was born in the 1940s to a life of total poverty in the Tumbuka tribe, Malawi, but he dreamed of studying in the United States. When he was 16, he decided to make his way on foot to Egypt and find work on a ship sailing to the U.S. He left home with only a small ax, a blanket, a map of Africa, a map of the world, and two books—a Bible and a copy of *The Pilgrim's Progress*.

雷格森·迪蒂姆·卡以拉（Legson Didimu Kayira），在1940年代出生于马拉威汤布卡部落，过着一贫如洗的生活。但他梦想去美国读书。当他16岁时，他决心徒步去埃及，在一艘开往美国的船上找份工作。他离家的时候只带了把小斧头，一张毯子，一张非洲地图，一张世界地图，还有两本书——一本圣经和一本《天路历程》。

Fifteen months later, Legson arrived in Kampala, Uganda, where he came across a directory of American colleges. He wrote to Skagit Valley College in Mount Vernon explaining his situation and asking for a scholarship. The dean was so impressed he granted him both admission and a scholarship, while the student body collected \$650 to cover his fare. In December 1960, Legson finally arrived at Skagit Valley College, still carrying nothing but what he'd left home with two years before.



十五个月后，雷格森抵达了乌干达的坎帕拉，他在那里找到了一本美国大学的通讯录。他给芒特弗农的斯卡吉特谷学院写了一封信，介绍了自己的情况，还申请了奖学金。学院院长非常钦佩他，并给他入学许可和奖学金，全体学生还募集了650美元供他开销。1960年10月，雷格森终于抵达斯卡吉特谷学院，随身带的东西却与两年前离家时无异。

Later, Legson became a professor at Cambridge University and authored six novels and the prize-winning autobiography, *I Will Try*.

后来，雷格森成为了剑桥大学的一名教授，著有六部小说，还有一部获奖的自传《我愿一试》（*I Will Try*）。



Here's another: In 1938, Soichiro Honda began developing a new piston ring, which he dreamed of selling to the Toyota Corporation, but it was rejected.

还有另一则故事：1938年，本田宗一郎着手开发一种新的活塞环，他梦想着把它卖给丰田公司。然而他却遭到了个闭门羹。



He went back to the drawing table, and two years later he had a new piston ring. This time, he won the contract with Toyota, but he had no factory, and concrete was rationed due to WW2.

Undaunted, Mr. Honda invented a new formula for making concrete and got his factory built.

Unfortunately, it was bombed—twice—and finally leveled by an earthquake.

于是他回到了工作台上，两年后他设计出一种新的活塞环。这次，他赢得了丰田的订单，但他却没有工厂。又因为二次世界大战，混凝土是属于配给品之一。本田先生无畏地发明了一种新的化学序来生产混凝土，还建起了自己的工厂。不幸的是，工厂遭到轰炸——而且是两次——而最终被一场地震夷平了。





After the war, Japan suffered a gasoline shortage. Mr. Honda couldn't afford to drive his car, so he attached a small engine to his bicycle. His neighbors were soon asking him to make "motorized bikes" for them too and encouraging him to build a plant to manufacture his engines.

战后，日本遭受了汽油短缺。本田先生开不起自己的车了，于是他给自己的自行车装上了一台小引擎。很快地，他的邻居们也要求他们为他们制造“摩托自行车”，还鼓励他建一座工厂来制造他的引擎。

Because he had no capital, he wrote all 18,000 bike shop owners in Japan a personal letter, explaining his vision and asking for financial contributions. Five thousand of them agreed to advance him capital for his invention ... and the rest, as they say, is history.



但是他没有资金，他给日本全部18,000家自行车店主们写了封私人信件，阐述了自己的愿景，还请求资金上的捐助。他们当中有五千人同意资助他的发明……而剩下的，就如他们所说，成了历史。

What these men, and others like them, have in common is that they refused to let the limitations of their circumstances limit their dreams.

这些人，还有那些类似的人们，都具有的共同点，就是他们拒绝让周围的环境限制住自己的梦想。



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