

# TWENTY THOUSAND LEAGUES UNDER THE SEA



[法] 儒勒·凡尔纳 著

Jules Verne

感世教育西方名著翻译委员会 译

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欧洲文学卷



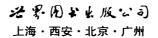
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本套丛书的英文版本,是根据外文原版书精心挑选而来;对应的中文译文以直译为主,以方便中英文对照学习,译文经反复推敲,对忠实理解原著极有助益;在涉及到重要文化习俗之处,添加了精当的注释,以解疑惑。

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# Chapter 1 A Shifting Reef

#### 第一章 飞走的暗礁

The year 1866 was signalised by a remarkable incident, a mysterious and inexplicable phenomenon, which doubtless no one has yet forgotten. Not to mention rumours which agitated the maritime population and excited the public mind, even in the interior of continents, seafaring men were particularly excited. Merchants, common sailors, captains of vessels, skippers, both of Europe and America, naval officers of all countries, and the Governments of several states on the two continents, were deeply interested in the matter.

For some time past vessels had been met by "an enormous thing," a long object, spindle-shaped, occasionally phosphorescent, and infinitely larger and more rapid in its movements than a whale.

The facts relating to this apparition (entered in various log-books) agreed in most respects as to the shape of the object or creature in question, the untiring rapidity of its movements, its surprising power of locomotion, and the peculiar life with which it seemed endowed. If it was a cetacean, it surpassed in size all those hitherto classified in science. Taking into

1866年发生了一件引人注目的事情——一个神秘而难以解释的现象,毫无疑问,人们会一直将此铭记于心。且不说各种各样的传闻搅得沿海居民心烦意乱,内陆地区为之疯狂,甚至一般航海人员也激动不已。欧美外贸商贾、普通船员、舰长和船主,还有各国的海军官员以及这两大洲的各国政府都对这一事件予以高度关注。

不久之前,有不少航船在海上 遇见了一个"庞然大物",躯体修长, 形如纺锤,偶尔在黑暗中发出光芒, 体形远大于鲸鱼,游动速度也要比 它快。

关于这个怪物的真相(在许多 航海日志中都有所记载),许多方面 的描述都如出一辙,比如这个东西 或生物的外形,风驰电掣的移动速 度,令人惊异的活动能量,以及那 貌似与生俱来的特殊生命体。如果 这是一种鲸鱼类生物,那么它的体 形远远超过了迄今为止该学科认定 的所有种类的鲸鱼。如果把多次观

consideration the mean of observations made at divers times - rejecting the timid estimate of those who assigned to this object a length of two hundred feet, equally with the exaggerated opinions which set it down as a mile in width and three in length - we might fairly conclude that this mysterious being surpassed greatly all dimensions admitted by the ichthyologists of the day, if it existed at all. And that it did exist was an undeniable fact; and, with that tendency which disposes the human mind in favour of the marvellous, we can understand the excitement produced in the entire world by this supernatural apparition. As to classing it in the list of fables, the idea was out of the question.

On the 20th of July, 1866, the steamer Governor Higginson, of the Calcutta and Burnach Steam Navigation Company, had met this moving mass five miles off the east coast of Australia. Captain Baker thought at first that he was in the presence of an unknown sandbank; he even prepared to determine its exact position when two columns of water, projected by the inexplicable object, shot with a hissing noise a hundred and fifty feet up into the air. Now, unless the sandbank had been submitted to the intermittent eruption of a geyser, the Governor Higginson had to do neither more nor less than with an aquatic mammal, unknown till then, which threw up from its blow-holes columns of water

<sup>1</sup> 海里等于 1852 米。

mixed with air and vapour.

Similar facts were observed on the 23rd of July in the same year, in the Pacific Ocean, by the *Columbus*, of the West India and Pacific Steam Navigation Company. But this extraordinary creature could transport itself from one place to another with surprising velocity; as, in an interval of three days, the *Governor Higginson* and the *Columbus* had observed it at two different points of the chart, separated by a distance of more than seven hundred nautical leagues.

Fifteen days later, two thousand miles off. of farther the Helvetia. the Compagnie-Nationale, and the Shannon, of the Royal Mail Steamship Company, sailing to windward in that portion of the Atlantic lying between the United States and Europe, respectively signalled the monster to each other in 42° 15' N. lat. and 60° 35' W. long. In these simultaneous observations they thought themselves justified in estimating the minimum length of the mammal at more than three hundred and fifty feet, as the Shannon and Helvetia were of smaller dimensions than it, though they measured three hundred feet over all.

Now the largest whales, those which frequent those parts of the sea round the Aleutian, Kulammak, and Umgullich islands, have never exceeded the length of sixty yards, if they attain that.

These reports arriving one after the

同年7月23日,西印度洋——太平洋海运公司的"哥伦布"号,在太平洋海面上也观察到了类似的事情。除非这一神秘生物能以惊人的速度从一地转移到另一地,因为仅仅时隔3天,而"希金森总督"号与"哥伦布"号在航海图上处于两个不同的点,它们之间相距有七百多海里。

15 天之后,在距离上述地点 2010 海里之遥的地方,国家海运公司的"赫尔维蒂"号和皇家邮船公司的"香农"号,迎风行驶于美国和欧洲之间的大西洋海面上的时候,在北纬42度15分、西经60度35分的地方,分别看到了这个庞战大物。根据两船同时观察得到的长度不够。根据两船同时观察得到的长度不够。有350英尺,虽然"香农"号和"赫尔维蒂"号两船首尾相连也有三多英尺长,但还是要比它短得多。

现如今,最大的鲸鱼,比如说 经常出没于阿留申群岛的库拉马克 岛和翁居里克岛'附近海面的那些 鲸鱼,就算再长也长不过 60 米。

类似的消息接连不断地传来,

<sup>&#</sup>x27;这些岛位于北美洲西北部,近北冰洋一带。

other, with fresh observations made on board the transatlantic ship Pereira, a collision which occurred between the Etna of the Inman line and the monster, a procès verbal directed by the officers of the French frigate Normandie, a very accurate survey made by the staff of Commodore Fitz-James on board the Lord Clyde, influenced public opinion. greatly Light-thinking people jested upon the phenomenon, but grave practical countries, such as England, America, and Germany, treated the matter more seriously.

In every place of great resort the monster was the fashion. They sang of it in the cafés, ridiculed it in the papers, and represented it on the stage. All kinds of stories were circulated regarding it. There appeared in the papers caricatures of every gigantic and imaginary creature, from the white whale, the terrible "Moby Dick" of hyperborean regions, to the immense kraken, whose tentacles could entangle a ship of five hundred tons and hurry it into the abyss of the ocean. The legends of ancient times were even resuscitated, and the opinions of Aristotle and Pliny revived, who admitted the existence of these monsters, as well as the Norwegian tales of Bishop Pontoppidan, the accounts of Paul Heggede, and, last of all, the reports of Mr Harrington (whose good faith no one could

在每处人们常去的地方,这个 怪物均成了风靡一时的谈资。人们 在咖啡馆里歌唱它, 在报刊上讥讽 它, 在舞台上扮演它。各种各样与 之相关的谣言四散而起。报纸上发 表了有关各种巨型怪物的报道,有 说是白鲸的, 有说是北极海域中恐 怖的"莫比•狄克",也有说是北 海巨妖----这种海怪的触须可以缠 住一艘 500 吨重的船,并且迅速将 它拖进海洋深渊。有些人甚至不惜 引经据典,搬出亚里士多德和普林 尼°的见解,他们都承认这类怪物的 存在。也有人引用彭托皮丹<sup>3</sup>主教的 挪威传说,保罗•埃纪德的记录, 以及哈林顿(他的良好信念无人可 以置疑)的报告,他断言他曾于1857 年在"嘉斯第兰"号上看见过一条 大毒蛇,从前只有在"立宪"号航

<sup>&#</sup>x27;美国作家赫尔曼•麦尔维尔小说《莫比•狄克》中的著名鲸鱼。

² 普林尼, 古罗马百科全书式作家。

<sup>&</sup>lt;sup>3</sup> 彭托皮丹,丹麦现实主义作家。

suspect), who affirmed that, being on board the *Castillan*, in 1857, he had seen this enormous serpent, which had never until that time frequented any other seas but those of the ancient 'Constitutionl.'

Then burst forth the interminable controversy between the credulous and the incredulous in the societies of savants and the scientific journals. "The question of the monster" inflamed all minds. Editors of scientific journals, quarrelling with believers in the supernatural, spilled seas of ink during this memorable campaign, some even drawing blood; for from the sea-serpent they came direct to personalities.

For six months war was waged with various fortune in the leading articles of the Geographical Institution of Brazil, the Royal Academy of Science of Berlin, the British Association. Smithsonian the Washington, Institution of in the discussions of the 'Indian Archipelago,' of the Cosmos of the Abbé Moigno, in the Mittheilungen of Petermann, in scientific chronicles of the great journals of France and other countries. The cheaper journals replied keenly and with in exhaustible zest. These satirical writers parodied a remark of Linnaeus, quoted by the adversaries of the monster, maintaining 'that nature did not make fools,' and adjured their contemporaries not to give 行的海面上'才能见到这种蛇。

于是,在学术界和科学期刊中, 坚信派和怀疑派之间爆发了一场无 休无止的辩论。"怪物问题"让所有 人兴奋激昂。科学期刊的新闻记者 和信奉神怪的信徒口诛笔伐,在这 场刻骨铭心的笔战中挥毫泼墨,甚 至还有人为此流了几滴血,因为他 们把笔锋从大海蛇转到了那些咄咄 逼人的家伙身上。

6 个月以来,争论一直持续不 断,未来的发展毫无定数,主流报刊 刊登了巴西地理学院、柏林皇家科 学院、不列颠学术联合会、华盛顿 史密森协会的权威论文, 探讨《印 度群岛报》、摩亚诺神甫的《宇宙》 杂志、皮德曼的《消息报》以及法 国和其他各国大报刊的科学新闻。 而一些路边小报则不遗余力地加以 反驳,这些聪明的记者效仿林奈<sup>2</sup>的 一句话——无海怪论者也引用过这 句话——说"大自然不制造愚蠢", 并且恳求世人不要与大自然作抵 抗,应该承认确实存在北海巨妖、 大海蛇、"莫比·狄克"和那些头脑 发热的海员们臆造出来的怪物。最 后,某著名讽刺报中的一位德高望

¹指北冰洋一带,"立宪"号是北极探险船的船名。

<sup>&</sup>lt;sup>2</sup> 林奈,瑞典著名植物学家,现代生物学分类命名的奠基人。

the lie to nature, by admitting the existence of krakens, sea-serpents, 'Moby Dicks,' and other lucubrations of delirious sailors. At length an article in a wellknown satirical journal by a favourite contributor, the chief of the staff, settled the monster, like Hippolytus, giving it the death-blow amidst an universal burst of laughter. Wit had conquered science.

During the first months of the year 1867 the question seemed buried, never to revive, when new facts were brought before the public. It was then no longer a scientific problem to be solved, but a real danger seriously to be avoided. The question took quite another shape. The monster became a small island, a rock, a reef, but a reef of indefinite and shifting proportions.

On the 5th of March, 1867, the Moravian.  $\alpha f$ the Montreal Ocean Company, finding herself during the night in 27° 30' lat. and 72° 15' long., struck on her starboard quarter a rock, marked in no chart for that part of the sea. Under the combined efforts of the wind and its four hundred horse power, it was going at the rate of thirteen knots. Had it not been for the superior strength of the hull of the Moravian, she would have been broken by the shock and gone down with the 237 passengers she was bringing home from Canada.

The accident happened about five

重的主编发表了一篇文章,像希波 吕托斯'般痛斥了这个怪物,给了它 沉重的一击,在世人的哄堂大笑之 中,这个怪物也就一命呜呼了。于 是机智战胜了科学。

在 1867 年的头几个月里,这个 怪物问题似乎已经偃旗息鼓,不再 为人所提及了。但是,就在这个时 候,公众又耳闻到了一些新的事件。 此时此刻,这已经不再是一个亟待 解决的科学问题,而是一个必须设 法避免的重大危机了。问题已经完 完全全改变了原貌,怪物变成了, 岛、岩石、暗礁,而且神出鬼没, 飘忽不定。

1867年3月5日夜间,蒙特利尔航海公司的"摩拉维亚"号行驶到北纬27度30分、西经72度15分的海面时,船右舷撞上了一座礁石,但是,任何海图都没有标明这一海域存在这座礁石。由于风力的助航和400马力的推动,船速达到了每小时13海里。毫无疑问,若不是船身质地优良,坚若磐石,那么"摩拉维亚"号早就被礁石撞毁,连同那从加拿大载来的237名乘客一齐葬身海底了。

这起事故发生在清晨 5 点左

<sup>1</sup> 希波吕托斯,古希腊神话人物,曾打死一个海怪。

o'clock in the morning, as the day was breaking. The officers of the quarter-deck hurried to the after-part of the vessel. They examined the sea with the most scrupulous attention. They saw nothing but a strong eddy about three cables' length distant, as if the surface had been violently agitated. The bearings of the place were taken exactly, and the *Moravian* continued its route without apparent damage. Had it struck on a submerged rock, or on an enormous wreck? They could not tell; but, on examination of the ship's bottom when undergoing repairs, it was found that part of her keel was broken.

This fact, so grave in itself, might perhaps have been forgotten like many others if, three weeks after, it had not been re-enacted under similar circumstances. But, thanks to the nationality of the victim of the shock, thanks to the reputation of the company to which the vessel belonged, the circumstance became extensively circulated.

The 13th of April, 1867, the sea being beautiful, the breeze favourable, the *Scotia*, of the Cunard Company's line, found herself in 15° 12' long. and 45° 37' lat. She was going at the speed of thirteen knots and a half

At seventeen minutes past four in the afternoon, whilst the passengers were assembled at lunch in the great saloon, a slight shock was felt on the hull of the *Scotia*, on her quarter, a little aft of the port-paddle.

虽然这件事本身非常严重,但 若不是在3个星期之后,在类似的 情况下又发生了同样的事件,它很 可能跟许多其他的事件一样早已被 人遗忘了。不过幸亏这次遇害船只 的国籍及其所属公司的声望,这件 事故才得以广泛地流传开来。

1867 年 4 月 13 日,海面波浪不兴,海风徐徐,肯纳德航海公司的"苏格兰"号行驶在西经 15 度 12 分、北纬 45 度 37 分的海面上。当时,她的航速达到了每小时 13.5 海里。

下午 4 点 17 分,乘客们正集中在宽敞的大厅中就餐,这时候,"苏格兰"号的船尾和左舷机轮稍后部位发生了轻微的撞击。

The Scotia had not struck, but she had been struck, and seemingly by something rather sharp and penetrating than blunt. The shock had been so slight that no one had been alarmed, had it not been for the shouts of the carpenter's watch, who rushed on to the bridge, exclaiming, "We are sinking! we are sinking!" At first the passengers were much frightened, but Captain Anderson hastened to reassure them. The danger could not be imminent. The Scotia. divided into seven compartments by strong partitions, could brave with impunity any leak. Captain Anderson went down immediately into the hold. He found that the sea was pouring into the fifth compartment; and the rapidity of the influx proved that the force of the water was considerable. Fortunately this compartment did not hold the boilers, or the fires would have been immediately extinguished. Captain Anderson ordered the engines to be stopped at once, and one of the men went down to ascertain the extent of the injury. Some minutes afterwards they discovered the existence of a large hole, of two yards in diameter, in the ship's bottom. Such a leak could not be stopped; and the Scotia, her paddles half submerged, was obliged to continue her course. She was then three hundred miles from Cape Clear, and, after three days' delay, which caused great uneasiness in Liverpool, she entered the basin of the company.

The engineers visited the Scotia, which

并不是"苏格兰"号撞上了什 么, 而是她被什么东西撞上了, 而 且似乎是被某种利器刺穿,而不是 被钝器撞击的。这次的冲撞非常轻 微, 若不是船舱值班人员跑到甲板 上大喊"船要沉了,船要沉了!"船 上的人谁都不会在意。刚开始,乘 客们都惊恐万分, 但船长安德森很 快就打消了他们的顾虑。危险并非 迫在眉睫。"苏格兰"号由防水板隔 成 7 个船舱, 出现个别漏洞并不足 以致命。安德森船长立即跑到船舱 底下,发现第五个船舱涌入了海水, 而海水涌入的速度非常之快,说明 这个漏洞相当大。不过,幸亏这个 船舱里没有蒸汽锅炉,要不然,炉 火就立刻被熄灭了。安德森船长下 令马上停船,并且吩咐一名船员下 水检查船身的受损情况。片刻之后, 他们证实船底出现了一个直径 2 码 的大洞。这样的裂口是没法堵住的, "苏格兰"号只得在机轮一半浸水 的情况之下继续前进。当时,船离 克利亚海峡还有 300 海里, 等船驶 进公司的码头时,已经比预期晚了 3天,这让利物浦的人惶恐不安。

"苏格兰"号被架在船坞上,

was put in dry dock. They could scarcely believe it possible; at two yards and a half below water-mark was a regular rent, in the form of an isosceles triangle. The broken place in the iron plates was so perfectly defined that it could not have been more neatly done by a punch. It was clear, then, instrument producing the perforation was not of a common stamp and, after having been driven with prodigious strength, and piercing an iron plate 1 3/8 inches thick, had withdrawn itself by a retrograde motion truly inexplicable.

Such was the last fact, which resulted in exciting once more the torrent of public opinion. From this moment all unlucky casualties which could not be otherwise accounted for were put down to the monster.

Upon this imaginary creature rested the responsibility of all these shipwrecks, which unfortunately were considerable; for of three thousand ships whose loss was annually recorded at Lloyds', the number of sailing and steam-ships supposed to be totally lost, from the absence of all news, amounted to not less than two hundred!

Now, it was the "monster" who, justly or unjustly, of their was accused disappearance, thanks and. ìt. to communication between the different continents became and more more dangerous. The public demanded peremptorily that the seas should at any price be relieved from this formidable cetacean.

工程师们对其进行了检查。他们简直不敢相信自己观察到的情景。。 船身吃水线下 2 码半的地方,露出一个很规则的等边三角形裂口。 板上的裂痕非常整齐,即便是冲压机也无法切割得的锐器肯定不是外上,造成这一通孔的锐器肯定不是的力量的,在以巨大的的销量击,凿穿 1.375 英寸即的拉力的流流,它居然还能以一种难以实现的逆行方式顺利后退。

最近这次事件的来龙去脉就是 如此,结果再次引起了舆论的爆发。 从这一刻开始,过去所有不幸的海 难事件,不管真相如何,如今都算 在了这个怪物的头上。

于是这只离奇的怪物承担起所有海难的责任,但不幸的是,海难数目相当庞大,按照劳埃德年鉴的记载,包括帆船和汽船在内,每年报损的数量为3000左右,至于因下落不明而断定失踪的数目也不下200艘!

不管公正与否,人们都已经把船只失踪的原因归咎到了这个怪物的身上。由于它的存在,五大洲间的海上交通变得越来越危险了,公众强烈要求不惜一切代价海中清除这只可怕的鲸鱼怪。