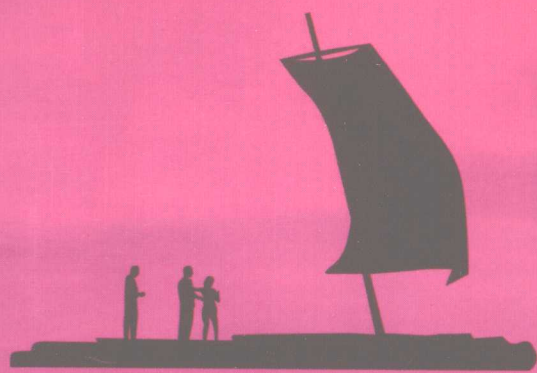


中文导读英文版



凡尔纳科幻小说系列

*The Survivors of the Chancellor*

大臣号幸存者

*The Secret of Wilhelm Storitz*

隐身新娘

[法] 儒勒·凡尔纳 原著

王勋 纪飞 等 编译

清华大学出版社



( 中 文 导 读 英 文 版 )

凡尔纳科幻小说系列

*The Survivors of the Chancellor*

大臣号幸存者

*The Secret of Wilhelm Floritz*

隐身新娘

[法] 儒勒·凡尔纳 原著

王勋 纪飞 等 编译

清华大学出版社

北京

## 内 容 简 介

本书收录了两篇科幻故事 *The Survivors of the Chancellor* 和 *The Secret of Wilhelm Storitz*, 中文译名分别为《大臣号幸存者》和《隐身新娘》, 它们是充满传奇、冒险、悲壮、惊心动魄的文学著作, 由法国著名作家儒勒·凡尔纳编著。

《大臣号幸存者》讲述主人公卡翟隆无意登上了去利物浦的货船“大臣号”, 开始了多灾多难的旅程。航行途中, “大臣号”突然起火, 并宣告了灾难的开始。在灾难面前, 人性中卑劣、自私、懦弱的一面展露无遗, 有幸存者以死人为饵钓鱼, 再者分食死去同伴的尸体。但在灾难面前, 也有人依然秉持人性的高贵, 他们勇敢、坚毅、纯洁、真诚、慈爱、无私, 这些善良的人们最终在相互扶持中度过劫难, 并结成了生死之交。

《隐身新娘》讲述主人公——美丽的麦娜在与画家马克举行婚礼前夕, 迷恋麦娜的斯托里茨企图用卑鄙的手段让这对有情人解除婚约。同时, 拉兹城出现了一些奇怪的现象, 一个隐身人给整个城市带来阴影。不过不管过程如何坎坷、如何神奇, 这对有情人终成眷属。故事情节跌宕起伏、引人入胜。

该书至今被译成世界上多种文字。无论作为语言学习的课本, 还是作为通俗的文学读本, 本书对当代中国的青少年都将产生积极的影响。为了使读者能够了解英文故事概况, 进而提高阅读速度和阅读水平, 在每章的开始部分增加了中文导读。

本书封面贴有清华大学出版社防伪标签, 无标签者不得销售。

版权所有, 侵权必究。侵权举报电话: 010-62782989 13701121933

### 图书在版编目(CIP)数据

大臣号幸存者/隐身新娘=The Survivors of the Chancellor/The Secret of Wilhelm Storitz: 中文导读英文版/(法)凡尔纳(Verne, J.)原著; 王勋等编译. —北京: 清华大学出版社, 2009. 7

(凡尔纳科幻小说系列)

ISBN 978-7-302-19810-9

I. ①大…②隐… II. ①凡…②王… III. ①英语—语言读物②科学幻想小说—作品集—法国—近代 IV. H319.4: I

中国版本图书馆 CIP 数据核字 (2009) 第 045769 号

责任编辑: 李 晔

插图绘制: 王 轲

责任校对: 时翠兰

责任印制: 何 芊

出版发行: 清华大学出版社

地 址: 北京清华大学学研大厦 A 座

<http://www.tup.com.cn>

邮 编: 100084

社 总 机: 010-62770175

邮 购: 010-62786544

投稿与读者服务: 010-62776969, [c-service@tup.tsinghua.edu.cn](mailto:c-service@tup.tsinghua.edu.cn)

质 量 反 馈: 010-62772015, [zhiliang@tup.tsinghua.edu.cn](mailto:zhiliang@tup.tsinghua.edu.cn)

印 装 者: 清华大学印刷厂

经 销: 全国新华书店

开 本: 170×260 印 张: 22.5 字 数: 389 千字

版 次: 2009 年 7 月第 1 版 印 次: 2009 年 7 月第 1 次印刷

印 数: 1~5000

定 价: 38.00 元

本书如存在文字不清、漏印、缺页、倒页、脱页等印装质量问题, 请与清华大学出版社出版部联系调换。联系电话: (010)62770177 转 3103 产品编号: 031492-01



儒勒·凡尔纳（Jules Verne, 1828—1905），法国著名作家，现代科幻小说的奠基人，被誉为“科幻小说之父”。一生共创作了六十多部充满神奇与浪漫的科幻小说，其代表作有《气球上的五星期》、《地心游记》、《从地球到月球》、《海底两万里》、《八十天周游世界》、《格兰特船长的儿女》和《神秘岛》等，这些小说被译成世界上几十种文字，并多次被搬上银幕，在世界上广为流传。

儒勒·凡尔纳于1828年2月8日出生在法国西部海港南特。自幼热爱海洋，向往远航探险。他的父亲是一位事业成功的律师，并希望凡尔纳日后也以律师作为职业。18岁时，他遵从父训到首都巴黎攻读法律。可是他对法律毫无兴趣，却爱上了文学和戏剧。1863年，他发表第一部科幻小说《气球上的五星期》，之后又出版了使他获得巨大声誉的科幻三部曲：《格兰特船长的儿女》、《海底两万里》和《神秘岛》。凡尔纳的科幻小说是真实性与大胆幻想的结合：奇幻的故事情节、鲜明的人物形象、丰富而奇妙的想象、浓郁的浪漫主义风格和生活情趣，使之产生了巨大的艺术魅力，赢得了全世界各国读者，特别是青少年读者的喜爱。他的作品中所表现的自然科学方面的许多预言和假设，在他去世之后得以印证和实现，至今仍然启发人们的想象力和创造力。

总的说来，凡尔纳的小说有两大特点。第一，他的作品是丰富的幻想和科学知识的结合。虽然凡尔纳笔下的幻想极为奇特、大胆，但其中有着坚实的科学基础，这些作品既是科学精神的幻想曲，也是富有幻想色彩的科学预言，他的许多科幻猜想最后变成了现实。例如，他不仅在小说《从地球到月球》中用大炮将探月飞行器送上太空，甚至还将发射场安排在了美国佛罗里达州，这正是“阿波罗登月计划”的发射场，他在小说《海底两万里》中虚构了“鹦鹉螺号”潜水艇，在该小说出版10年后，第一艘真正的潜水艇才下水；在《征服者罗比尔》中有一个类似直升飞机的飞行



器，数十年后，人类才将这一设想变成了现实。此外，他的小说中还出现了电视、霓虹灯、导弹、坦克和太空飞船等科学技术应用概念，而这些后来都变成了现实。第二，他的作品中的主人公是一些鲜明、生动而富有进取心和正义感的人物，他们或是地理发现者、探险家、科学家、发明家，他们具有超人的智慧、坚强的毅力和执著不懈的精神；或是反对民族歧视、民族压迫的战士，反对社会不公的抗争者，追求自由的旅行家，在他们身上具有反压迫、反强权、反传统的战斗精神，他们热爱自由、热爱平等，维护人的尊严。凡尔纳所塑造的这些人物形象，他们远大的理想、坚强的性格、优秀的品质和高尚的情操已赢得了亿万读者的喜爱和尊敬，并一直成为人们向往的偶像和学习的榜样。

1900 年，儒勒·凡尔纳的第一部中译本小说《八十天周游世界》（当时的中文译名是《八十日环游记》）被介绍给中国的读者，直至新中国成立之前，陆续又有梁启超、鲁迅等文化名人将凡尔纳的作品翻译出版。20 世纪 50 年代后期，凡尔纳的科幻小说又开始为国内翻译界和出版界所关注，并在新中国读者面前重新显示了科幻小说旺盛的生命力。20 世纪 80 年代，凡尔纳的作品再次受到读者的青睐，国内许多出版社相继翻译出版了凡尔纳的科幻小说，一时形成了“凡尔纳热”。

目前，国内已出版的凡尔纳小说的形式主要有两种：一种是中文翻译版，另一种是中英文对照版。而其中的中英文对照读本比较受读者的欢迎，这主要是得益于中国人热衷于学习英文的大环境。从英文学习的角度来看，直接使用纯英文的学习资料更有利于英语学习。考虑到对英文内容背景的了解有助于英文阅读，使用中文导读应该是一种比较好的方式，也可以说是该类型书的第三种版本形式。采用中文导读而非中英文对照的方式进行编排，这样有利于国内读者摆脱对英文阅读依赖中文注释的习惯。基于以上原因，我们决定编译凡尔纳系列科幻小说中的经典，其中包括《气球上的五星期》、《地心游记》、《从地球到月球》、《环游月球》、《海底两万里》、《八十天周游世界》、《格兰特船长的儿女》、《神秘岛》、《沙皇的信使》、《喀尔巴阡古堡》、《无名之家》、《征服者罗比尔》、《大臣号幸存者》、《亚马逊漂流记》、《太阳系历险记》、《两年假期》和《测量子午线》等，并采用中文导读英文版的形式出版。在中文导读中，我们尽力使其贴近原作的精髓，也尽可能保留原作的风格。我们希望能够编出为当代中国读者所喜爱的经典读本。读者在阅读英文故事之前，可以先阅读中文导读内容，这样有利于了解故事背景，从而加快阅读速度。我们相信，这些经典著作的





引进对加强当代中国读者，特别是青少年读者的科学素养和人文修养是非常有帮助的。

本书主要内容由王勋、纪飞编译。参加本书故事素材搜集整理及编译工作的还有郑佳、刘乃亚、赵雪、左新杲、黄福成、冯洁、徐鑫、马启龙、王业伟、王旭敏、陈楠、王多多、邵舒丽、周丽萍、王晓旭、李永振、孟宪行、熊红华、胡国平、熊建国、徐平国、王小红等。限于我们的文学素养和英语水平，书中难免不当之处，衷心希望读者朋友批评指正。



## 上篇 大臣号幸存者/

|                                              |    |
|----------------------------------------------|----|
| Part I The Survivors of the Chancellor ..... | 1  |
| 第一章/Chapter 1 .....                          | 2  |
| 第二章/Chapter 2 .....                          | 5  |
| 第三章/Chapter 3 .....                          | 9  |
| 第四章/Chapter 4 .....                          | 11 |
| 第五章/Chapter 5 .....                          | 16 |
| 第六章/Chapter 6 .....                          | 20 |
| 第七章/Chapter 7 .....                          | 23 |
| 第八章/Chapter 8 .....                          | 27 |
| 第九章/Chapter 9 .....                          | 30 |
| 第十章/Chapter 10 .....                         | 33 |
| 第十一章/Chapter 11 .....                        | 36 |
| 第十二章/Chapter 12 .....                        | 40 |
| 第十三章/Chapter 13 .....                        | 46 |
| 第十四章/Chapter 14 .....                        | 51 |
| 第十五章/Chapter 15 .....                        | 54 |
| 第十六章/Chapter 16 .....                        | 57 |
| 第十七章/Chapter 17 .....                        | 62 |
| 第十八章/Chapter 18 .....                        | 65 |
| 第十九章/Chapter 19 .....                        | 70 |
| 第二十章/Chapter 20 .....                        | 73 |
| 第二十一章/Chapter 21 .....                       | 77 |
| 第二十二章/Chapter 22 .....                       | 82 |
| 第二十三章/Chapter 23 .....                       | 85 |
| 第二十四章/Chapter 24 .....                       | 88 |
| 第二十五章/Chapter 25 .....                       | 91 |
| 第二十六章/Chapter 26 .....                       | 95 |



|                                             |     |
|---------------------------------------------|-----|
| 第二十七章/Chapter 27 .....                      | 99  |
| 第二十八章/Chapter 28 .....                      | 102 |
| 第二十九章/Chapter 29 .....                      | 105 |
| 第三十章/Chapter 30 .....                       | 108 |
| 第三十一章/Chapter 31 .....                      | 110 |
| 第三十二章/Chapter 32 .....                      | 113 |
| 第三十三章/Chapter 33 .....                      | 117 |
| 第三十四章/Chapter 34 .....                      | 121 |
| 第三十五章/Chapter 35 .....                      | 126 |
| 第三十六章/Chapter 36 .....                      | 130 |
| 第三十七章/Chapter 37 .....                      | 132 |
| 第三十八章/Chapter 38 .....                      | 136 |
| 第三十九章/Chapter 39 .....                      | 141 |
| 第四十章/Chapter 40 .....                       | 145 |
| 第四十一章/Chapter 41 .....                      | 148 |
| 第四十二章/Chapter 42 .....                      | 152 |
| 第四十三章/Chapter 43 .....                      | 156 |
| 第四十四章/Chapter 44 .....                      | 161 |
| 第四十五章/Chapter 45 .....                      | 166 |
| 第四十六章/Chapter 46 .....                      | 169 |
| 第四十七章/Chapter 47 .....                      | 173 |
| 第四十八章/Chapter 48 .....                      | 176 |
| 第四十九章/Chapter 49 .....                      | 179 |
| 第五十章/Chapter 50 .....                       | 182 |
| 第五十一章/Chapter 51 .....                      | 184 |
| 第五十二章/Chapter 52 .....                      | 187 |
| 第五十三章/Chapter 53 .....                      | 191 |
| 第五十四章/Chapter 54 .....                      | 194 |
| 第五十五章/Chapter 55 .....                      | 197 |
| 第五十六章/Chapter 56 .....                      | 200 |
| 第五十七章/Chapter 57 .....                      | 202 |
| 下篇 隐身新娘/                                    |     |
| Part II The Secret of Wilhelm Storitz ..... | 205 |





|                       |     |
|-----------------------|-----|
| 第一章/Chapter 1 .....   | 206 |
| 第二章/Chapter 2 .....   | 213 |
| 第三章/Chapter 3 .....   | 221 |
| 第四章/Chapter 4 .....   | 230 |
| 第五章/Chapter 5 .....   | 236 |
| 第六章/Chapter 6 .....   | 242 |
| 第七章/Chapter 7 .....   | 250 |
| 第八章/Chapter 8 .....   | 257 |
| 第九章/Chapter 9 .....   | 267 |
| 第十章/Chapter 10 .....  | 277 |
| 第十一章/Chapter 11 ..... | 284 |
| 第十二章/Chapter 12 ..... | 292 |
| 第十三章/Chapter 13 ..... | 299 |
| 第十四章/Chapter 14 ..... | 308 |
| 第十五章/Chapter 15 ..... | 316 |
| 第十六章/Chapter 16 ..... | 324 |
| 第十七章/Chapter 17 ..... | 332 |
| 第十八章/Chapter 18 ..... | 339 |
| 第十九章/Chapter 19 ..... | 346 |

上篇 大臣号幸存者

**Part I The Survivors of the  
Chancellor**

# 第一章

## Chapter 1



一八六九年九月二十七日的查理斯敦，下午三点正涨潮，亨特立船长下令“大臣号”扬帆驶出了港湾。它穿过狭窄的水路，绕过要塞一角的灯塔，于七点钟驶向了大西洋。

利物浦黑尔德兄弟富豪公司的九百吨三桅船“大臣号”下水只有两年，它是一艘有里外两层船壳的一级船。这次是它在查理斯敦与利物浦之间的第三次航行，这艘船即使不挂国旗，也能让人看出它是一艘英国船。

伦敦人卡翟隆现在乘“大臣号”返回英格兰，他本可以去纽约或到新奥尔良乘远洋轮船到英格兰。可在港口闲逛时，他看到了大臣号，发现船上设备舒适，又是直达，感到乘坐帆船要比轮船美妙，便搭上了这条船。

Charleston, September 27th, 1869.

It is high tide, and three o'clock in the afternoon when we leave the Battery-quay; the ebb carries us off shore, and as Captain Huntly has hoisted both main and top sails, the northerly breeze drives the "Chancellor" briskly across the bay. Fort Sumter ere long is doubled, the sweeping batteries of the mainland on our left are soon passed, and by four o'clock the rapid current of the ebbing tide has carried us through the harbour-mouth. But as yet we have not reached the open sea; we have still to thread our way through the narrow

channels which the surge has hollowed out amongst the sand-banks. The captain takes a southwest course, rounding the lighthouse at the corner of the fort; the sails are closely trimmed; the last sandy point is safely coasted, and at length, at seven o'clock in the evening; we are out free upon the wide Atlantic.

The "Chancellor" is a fine square-rigged three-master, of 900 tons burden, and belongs, to the wealthy Liverpool firm of Laird Brothers. She is two years old, is sheathed and secured with copper, her decks being of teak, and the base of all her masts, except the mizen, with all their fittings, being of iron. She is registered first class A I, and is now on her third voyage between Charleston and Liverpool. As she wended her way through the channels of Charleston harbour, it was the British flag that was lowered from her mast-head; but without colours at all, no sailor could have hesitated for a moment in telling her nationality, —for English she was, and nothing but English from her water-line upwards to the truck of her masts.

I must now relate how it happens that I have taken my passage on board the "Chancellor" on her return voyage to England. At present there is no direct steamship service between South Carolina and Great Britain, and all who wish to cross must go either northwards to New York or southwards to New Orleans. It is quite true that if I had chosen to start from New York I might have found plenty of vessels belonging to English, French, or Hamburg lines, any of which would have conveyed me by a rapid voyage to my destination; and it is equally true that if I had selected New Orleans for my embarkation I could readily have reached Europe by one of the vessels of the National Steam Navigation Company, which join the French Transatlantic line of Colon and Aspinwall. But it was fated to be otherwise.

One day, as I was loitering about the Charleston quays, my eye lighted upon this vessel. There was something about the "Chancellor" that pleased me, and a kind of involuntary impulse took me on board, where I found the internal arrangements perfectly comfortable. Yielding to the idea that a voyage in a sailing vessel had certain charms beyond the transit in a steamer I and reckoning that with wind and wave in my favour there would be little material difference in time; considering, moreover, that in these low latitudes the

weather in early autumn is fine and unbroken, I came to my decision, and proceeded forthwith to secure my passage by this route to Europe.

Have I done right or wrong? Whether I shall have reason to regret my determination is a problem to be solved in the future. However, I will begin to record the incidents of our daily experience, dubious as I feel whether the lines of my chronicle will ever find a reader.

## 第二章

### Chapter 2



“大臣号”的船长约翰·西勒斯·亨特立五十岁，苏格兰当地人，精通航海技术，熟知大西洋航道，但有点儿弱不禁风和优柔寡断。而大副在船上有举足轻重的地位，二副沃尔特，水手长和十四名水手也是英格兰或苏格兰人。这十八个人操纵这条九百吨的船是绰绰有余的。

船上有事务长霍巴特和黑人厨师季克斯陀，并有多名乘客，他们是美国人科尔和夫人，还有他们的女仆英格兰人海碧小姐，勒督雷先生和儿子安德烈·勒督雷是法国人，另外还有英格兰人威廉·法尔森工程师、批发商约翰·卢比及伦敦人卡翟隆。

September 28th.

John Silas Huntly, the captain of the “Chancellor,” has the reputation of being an experienced navigator of the Atlantic. He is a Scotchman, a native of Dundee, and is about fifty years of age. He is of middle height and slight build, and has a small head, which he has a habit of holding a little over his left shoulder. I do not pretend to be much of a physiognomist, but I am inclined to believe that my few hours’ acquaintance with our captain has given me considerable insight into his character. That he is a good seaman and thoroughly understands his duties I could not for a moment venture to deny; but that he is a man of resolute temperament, or that he possesses the amount of





courage that would render him, physically or morally, capable of coping with any great emergency, I confess I cannot believe.

I observe a certain heaviness and dejection about his whole carriage. His wavering glances, the listless motions of his hands, and his slow, unsteady gait, all seem to me to indicate a weak and sluggish disposition. He does not appear as though he could be energetic enough ever to be stubborn; he never frowns, sets his teeth, or clenches his fist. There is something enigmatical about him; however, I shall study him closely and do what I can to understand the man who, as commander of a vessel, should be to those around him “second only to God.”

Unless I am greatly mistaken there is another man on board who, if circumstances should require it, would take the more prominent position—I mean the mate. I have hitherto, however, had such little opportunity of observing his character, that I must defer saying more about him at present.

Besides the captain and this mate, whose name is Robert Curtis, our crew consists of Walter, the lieutenant, the boatswain, and fourteen sailors, all English or Scotch, making eighteen altogether, a number quite sufficient for working a vessel of 900 tons burden. Up to this time my sole experience of their capabilities is, that under the command of the mate, they brought us skilfully enough through the narrow channels of Charleston; and I have no reason to doubt but that they are well up to their work.

My list of the ship’s officials is incomplete unless I mention Hobart, the steward, and Jynxstrop, the negro cook.

In addition to these, the “Chancellor” carries eight passengers, including myself. Hitherto, the bustle of embarkation, the arrangement of cabins, and all the variety of preparations inseparable from starting on a voyage for at least twenty or five-and-twenty days have precluded the formation of any acquaintanceships; but the monotony of the voyage, the close proximity into which we must be thrown, and the natural curiosity to know something of each other’s affairs, will doubtless lead us in due time to an interchange of ideas. Two days have elapsed and I have not even seen all the passengers. Probably seasickness has prevented some of them from making their appearance at the common table. One thing, however, I do know; namely, that there are two

ladies occupying the stern-cabins, the windows of which are in the aft-board of the vessel.

I have seen the ship's list and subjoin a list of the passengers. They are as follow: —Mr. and Mrs. Kear, Americans, of Buffalo. Miss Herbey, a young English lady, companion to Mrs. Kear. M. Letourneur and his son Andre, Frenchmen, of Havre. William Falsten, a Manchester engineer. John Ruby, a Cardiff merchant; and myself, J. R. Kazallon, of London.