

朗文英汉对照世界文学丛书



Round the World in Eighty Days

八十天环游地球

简写本

儒勒·凡尔纳原著 H.E.帕尔默改写 赵圣骅翻译



上海译文出版社



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北方工业大学图书馆



00493889



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LONGMAN 朗文

105/0P

图书在版编目(CIP)数据

八十天环游地球: 英汉对照 / (法) 凡尔纳 (Verne, J.) 著;
赵圣骅译. —上海: 上海译文出版社, 2000. 12
(朗文英汉对照世界文学丛书)
书名原文: Round the World in Eighty Days
ISBN 7-5327-2348-8

I. 八... II. ①凡... ②赵... III. 英语-对照读物, 小说-英、汉 IV. H319.4: I

中国版本图书馆 CIP 数据核字 (2000) 第 50862 号

图字: 09-1995-036 号

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世纪出版集团

上海译文出版社出版、发行

上海延安中路 955 弄 14 号

培生教育出版中国有限公司

香港铜鱼涌英皇道 979 号太古坊康和大厦 18 楼

全国新华书店经销

上海市美术印刷厂印刷

开本 787×1092 1/32 印张 7.75 字数 185,000

2000 年 12 月第 1 版 2000 年 12 月第 1 次印刷

印数: 0,001—10,000 册

ISBN 7-5327-2348-8/H·421

定价: 9.80 元

Introduction

If you mention Jules Verne's *Round the World in Eighty Days*, many people probably think of the film based on the book in which the British actor, David Niven, and the French comedian, Cantinflas, float away in a hot-air balloon. In fact, this incident was based, not on *Round the World in Eighty Days*, but on Jules Verne's first novel *Five Weeks in a Balloon*, which was published in 1862. *Round the World in Eighty Days* was published (in French) eleven years later and was an instant success. It was translated into several languages, but more extraordinarily, it inspired many attempts by people to copy and even outdo Phileas Fogg's remarkable journey.

For the author, Jules Verne, it was the high point in a career of many years as a struggling writer. He had been born in 1828 in Nantes, a port on the Atlantic coast of France. He studied law, but was more enthusiastic about becoming a writer. At first he wrote plays for the theatre in Paris, but had little success. He was interested in the sea, in travel and the transport revolution which changed the world so radically in the mid nineteenth century and these were the themes which he used as the background for *Round the World in Eighty Days*.

The steamship and the steam train were invented in the early nineteenth century. The first steamship crossed the Atlantic Ocean entirely under steam in 1833. Steam railways opened in England and the United States in about 1830. By the 1850s and 1860s, Europe and North America had a network of railways of thousands of miles, stretching across the entire continents. These developments affected Europe, America and the rest of the world. In America, steamships brought thousands of immigrants from Europe; the railways opened up the West and were also a strong unifying factor after the Civil War. The expanding British colonies could only be managed with a large navy of steamships and the building of railways across great stretches of the Middle East and in India.

前 言

如果你提及儒勒·凡尔纳的《八十天环游地球》，许多人很可能会想起根据这本书改编的电影。在影片中，英国演员戴维·尼文和法国喜剧演员坎汀弗莱斯乘着热气球飘然而去。其实这个情节并不是出自《八十天环游地球》，而是出自一八六二年出版的儒勒·凡尔纳的第一部小说《气球上的五星期》。《八十天环游地球》（法文版）要到十一年过后才出版，而且即刻获得成功。小说被译成好几种文字，尤其不同寻常的是，它激励人们试图去效仿甚至超越斐利亚斯·福格所作的不同凡响的旅行。

对于作者儒勒·凡尔纳来说，这是他以作家为业，艰苦奋斗多年而达到的顶峰。他于一八二八年出生在法国大西洋沿岸的港口城市南特。他学过法律，但更热衷于成为一名作家。最初他为巴黎的剧院编写剧本，可是未获什么成功。他感兴趣的是航海、旅行以及那场在十九世纪中叶使世界发生剧变的交通革命，他把这些用来作为《八十天环游地球》的背景和主题。

十九世纪初叶，人类发明了蒸汽轮船和蒸汽火车。一八三三年，第一艘完全靠蒸汽作动力的轮船越过了大西洋。大约在一八三〇年，使用蒸汽火车的铁路在英国和美国开通。到了十九世纪的五十年代和六十年代，欧洲和北美拥有了数千英里横贯整个欧美大陆的铁路网。这些发展对欧洲、美国以及世界其他地区产生了影响。在美国，轮船从欧洲运来了成千上万的移民；铁路使西部得以开发，而且也是内战之后形成国家统一的一个重要因素。而管理日益扩大的英国殖民地只能通过一支由蒸汽轮船组成的庞大的海军以及在中东大地和印度修建铁路才能完成。

At first, passengers, rather than freight, dominated the transport systems. Over 120 years later, when aeroplanes like Concorde can circle the world in hours, and spaceships can reach other planets in weeks, it is perhaps difficult for us to imagine the excitement of travelling great distances, to strange parts of the world, by train and steamship. But the speed and ease of the new forms of transport was thrilling nineteenth-century travellers.

There were plenty of uncertainties and surprises. For example, when the hero of *Round the World in Eighty Days*, Phileas Fogg, tries to cross India from Bombay to Calcutta, we discover that the railway is not yet complete, and so he must find some other way of continuing his journey — in this case on a rather expensive elephant. And when he and his manservant Passepartout reach North America, wanting to cross from the Pacific to the Atlantic coast, the journey is full of the dangers of the "Wild West": large herds of buffalo on the railroad, a broken bridge, and an attack by Indians.

Jules Verne did not only capture the excitement of this stage of technological progress. He also reflected a political "moment of history" — the extent of the British Empire at its peak. Two-thirds of Phileas Fogg's journey is through territory controlled by the British: Suez, India, Singapore and Hong Kong. Verne made this an important condition of the plot: as long as Fogg is in British territory, he is subject to British law and can be arrested as a suspected bank robber by the police detective, Mr Fix. This adds further tension to Fogg's race against the time limit which he has set himself.

Verne keeps the social and historical setting firmly in the background. The fun of the story is in the contrasting characters of the hero and his servant. Phileas Fogg represents a French view of the British Victorian gentleman — someone who is precise, cool and unemotional. He knows exactly how many steps it takes to walk from his home to the club. He knows exactly how many minutes it takes to get to the railway station. What is most extraordinary is his accurate prediction of how

最初在运输系统占居首位的不是货物而是旅客。一百二十多年以后，诸如协和式之类的飞机能够在数小时之内环绕地球一周，而宇宙飞船在数周之内就能抵达其他星球，在这个时候，我们也许难以想象乘坐火车、轮船千里迢迢地到那些陌生的地方去旅行时的那种激动心情。然而，这些新型的交通工具快捷而舒适，曾经使十九世纪的旅行家兴奋不已。

书中还有不少变幻无常和出人意料的情节。例如，当《八十天环游地球》的主人公斐利亚斯·福格试图横穿印度从孟买去加尔各答的时候，我们发现，铁路尚未全部修好，他不得不另想办法继续他的旅程——结果他骑上了一头价格昂贵的大象。当他和他的仆人百事通到了北美想从太平洋沿岸横越去大西洋沿岸的时候，一路上经历了“西大荒”（指美国开拓时期的西部——译者）的重重危险：铁道线上的大群野牛，破损的桥梁，以及印第安人的袭击等等。

儒勒·凡尔纳不仅写出了这一时期的技术进步是多么激动人心，他还反映了一个政治上的“历史发展时期”，反映了大英帝国在其顶峰时期的势力范围。斐利亚斯·福格的旅行有三分之二是在英国控制的领地上进行的，如苏伊士、印度、新加坡和香港。凡尔纳以此作为情节设计的一个重要前提：只要斐利亚斯·福格身处英国的领地，他就在英国的法律管辖之下，就可以被当作抢劫银行的嫌疑犯而遭到菲克斯警探的逮捕。这进一步增加了福格要抢在其本人限定的时间之前完成旅行的紧张程度。

凡尔纳将当时的社会和历史环境牢牢地置于小说的背景之中。小说之风趣在于主人公与其仆人之间的性格反差。斐利亚斯·福格是法国人心目中的英国维多利亚女王时代的绅士典型——一丝不苟，孤傲冷漠。他丝毫不差地知道从他家到俱乐部需要走多少步路。他丝毫不差地知道需要多少分钟可以到达火车站。尤其了不得的是他对周游世界所需时间的精确估计。

long it will take him to go round the world.

Passepartout, by contrast, is chaotic, unreliable and accident-prone — perhaps an Englishman's view of a Frenchman. He is the last kind of person you would expect to make a suitable travel companion for someone with a tight schedule. He is as much a threat to Fogg's plans to get round the world in eighty days as Mr Fix or the physical hazards of the journey.

And yet, by acts of luck and eccentric brilliance, Passepartout frequently saves the day. He finds the elephant which can take them sixty miles to the next railway. He saves the young Indian widow, Aouda, and he rescues the passengers who have been taken prisoner by the Sioux Indians. At the end, when Fogg thinks he has failed to reach his London club in time, it is Passepartout who discovers that all may not be lost and that Fogg may still win the bet. This setting of Passepartout's chaotic and impulsive nature against Phileas Fogg's precise and thoughtful one provides much of the humour and enjoyment of the story.

Another pleasure of the book is the wide range of colourful minor characters: Sir Francis Cromarty, the army officer; the Indian priests of Kali and the Calcutta judge; the various ships' captains whom Fogg hires and bribes to cross oceans at a minute's notice; William Batulcar, the circus manager in Yokohama and the noisy Yankee, Stamp W. Proctor in San Francisco. Jules Verne describes them all with humour and vitality. He has the ability of a great travel writer to show people both as representatives of different parts of the world, and as individuals with their own special peculiarities.

But it is the "race against time" which makes this book so attractive to such a wide range of readers, young and old, and in different cultures. The idea of racing is something which we all know about, whether we are children playing a board game, rally drivers crossing the roof of Africa, or the excited spectators of a marathon.

It was an idea of genius of Jules Verne to describe the most expansive race of all — a race around the world. It is a surprise

与其形成反差的是，百事通杂乱无章，办事不牢靠，而且动辄闯祸——也许这就是英国人心目中的法国人。若是有人行程紧迫，想要物色一个旅伴，他绝对不是合适的人选。如同菲克斯先生或旅途中的自然界的险情一样，他对福格先生实施八十天环游世界的计划也是一种威胁。

然而，百事通凭着自己的侥幸行动和怪诞的才智，屡次三番地赢得了时间。是他找到了那头大象，他们才得以骑着它跑六十英里的路去了下一条铁路线。是他救出了那位年轻的印度寡妇奥达，还救出了被苏族印第安人俘虏的那几位乘客。最后，当福格以为已经无法及时赶到伦敦的俱乐部时，又是百事通发现并非到了一败涂地的地步，福格依然可以赢得这场打赌。百事通办事无头绪和易冲动的性格和斐利亚斯·福格一丝不苟、细致周到的性格互相冲突，这样的情节安排使小说诙谐幽默，妙趣横生。

本书的另一个令人赏心悦目之处是一批形形色色、多姿多彩的配角：军官弗朗西斯·克罗马蒂爵士；装扮卡莉女神的印度僧侣和加尔各答的法官；那些被福格雇用和收买、接到通知马上就能漂洋过海的不同船只的船长；还有横滨的马戏团班主威廉·巴图卡尔和旧金山的那位吵吵嚷嚷的美国佬斯坦普·W·普罗克特。儒勒·凡尔纳幽默生动地将他们一一描绘。他具有一位游记文学大师的才能，既能将人物描写成世界不同地区的代表，也能将他们描写成各具特色的个人。

然而，是“与时间赛跑”这一主题使这本书产生了如此魅力：它吸引了老老少少和具有不同文化背景的一大批读者。不论我们是下棋的孩童，还是跨越非洲屋脊的赛车手，或者是观看马拉松赛跑的激动的观众，谁都明白竞赛这个概念的含义。

描写世上最大范围的赛跑——一场环绕地球的赛跑，是儒勒·凡尔纳天才的创意。这是一场突如其来的赛跑，从最初提出

race which starts only two hours after the idea is first raised. There is no equipment, no long training period, no complicated preparations. And the single competitor is also a surprise — a rather formal, non-sporting, English gentleman. Throughout the book, we constantly check Fogg's progress against his timetable: we worry about the delays and get excited about the way he solves problems. Sometimes we have great doubts about his ability to finish on time, but then, our confidence in him is restored. We want him to win, to do the "impossible", and secretly we know he will do it. The problems, setbacks and obstacles appear in order to tease us and test our confidence.

In this sense the story is a model of optimism, the great driving force of scientific and political development in the nineteenth century. It is no surprise that Jules Verne went on to become a politician supporting a range of political causes and fights for freedom. The challenge, the inventiveness and good humour of *Round the World in Eighty Days* can be a real inspiration for us all.

想法到开始付诸实施仅仅两个小时。没有任何装备，未经长期训练，也没作任何繁复的准备。同样令人感到意外的是那位单枪匹马的参赛者——一位刻板拘谨、对体育并不感兴趣的英国绅士。我们在通读此书的过程中，不断地将福格的旅行进度与他的日程表相对照：他几经耽搁，我们为之担忧；他解决难题有方，我们为之振奋。有时我们对他按时完成旅行的能力疑窦重重，但随后又会恢复对他的信心。我们希望他赢，希望他去做这件“不可能”的事，而且我们私下里都知道，他能办得到。书中出现种种难题、挫折和障碍是为了吊我们的胃口和考验我们的信心。

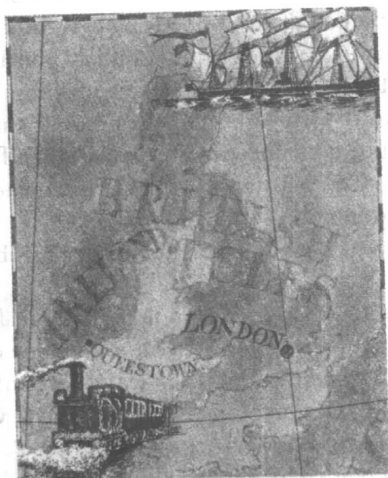
从这个意义上来讲，这本小说是乐观主义的典范，而这正是推动十九世纪科学与政治发展的巨大动力。儒勒·凡尔纳后来成为一名政治家，支持一系列为自由而进行的政治活动和斗争也就不足为怪了。《八十天环游地球》的挑战性、创造性和绝妙的幽默对于我们所有的人真可谓是一个极大的鼓舞。

Contents

Introduction	iv
1 Mr Phileas Fogg and Passepartout	2
2 The Police-detective	14
3 The Train to Allahabad	26
4 A <i>Suttee</i>	40
5 The Rescue of Aouda	48
6 Stopped by the Police	54
7 Calcutta to Hong Kong	68
8 Passepartout Drinks Too Much	82
9 Mr Fogg Misses the Boat	94
10 The Storm	104
11 Passepartout Has No Money	114
12 Crossing the Pacific Ocean	130
13 A Quarrel in San Francisco	138
14 Full Speed!	150
15 An Attack by Indians	164
16 A Sledge with Sails	178
17 Mr Fogg Tries to Find a Ship	186
18 Mr Fogg Buys the <i>Henrietta</i>	196
19 Mr Fogg Is in Prison	206
20 A Mistake in the Day	218
词汇表	226

目 录

前言	v
第一章 斐利亚斯·福格先生和百事通	3
第二章 警探	15
第三章 开往阿拉哈巴德的列车	27
第四章 殉夫自焚	41
第五章 营救奥达	49
第六章 警方的拦截	55
第七章 从加尔各答至香港	69
第八章 百事通酩酊大醉	83
第九章 福格先生误了船	95
第十章 风暴	105
第十一章 百事通身无分文	115
第十二章 横渡太平洋	131
第十三章 旧金山的风波	139
第十四章 全速前进！	151
第十五章 印第安人的袭击	165
第十六章 带帆的雪橇	179
第十七章 福格先生寻船记	187
第十八章 福格先生买下“亨丽埃塔”号	197
第十九章 福格先生陷身图囿	207
第二十章 一日之差	219
词汇表	226



1

Mr Phileas Fogg and Passepartout

In the year 1872 there lived at No. 7 Savile Row, London, Mr Phileas Fogg, one of the members of the Reform Club. As he never spoke about himself, nobody knew who he was. He was certainly English, a fine-looking English gentleman. He was never seen at the bank or any place of business in the city. He was unknown to the world of shipowners and shipping. He was not a merchant or a business man. He was not a farmer. He was not a scientist. He was not a writer. He seemed to have no business or trade.

Phileas Fogg was a member of the Reform Club, and that was all.

As he seemed to be an unknown man, without friends, it may be wondered how he had come to be a member of the Reform Club. It was quite simple. The head of the bank that did his business had put his name on the list of those who wished to become members, and he was accepted.

Was Phileas Fogg rich? Yes, certainly. But how he had made his fortune nobody knew, and Mr Fogg was not the sort of man to tell anybody. He did not spend much money and yet he did not seem to be one of those people who loved saving money.

He talked very little; in fact nobody could have talked less. There was no secret about his habits and his daily life, but as he always did everything regularly in exactly the same way every day, people wondered more and more about him and his past life.

Had he travelled? Probably, for nobody knew the map of the world better than he. He seemed to have the most exact knowledge of every country and town in the world. Sometimes when the members of the club talked about travellers who had

第一章

斐利亚斯·福格先生和百事通

一八七二年，在伦敦萨维尔街七号住着一位名叫斐利亚斯·福格的先生，他是改良俱乐部的会员。他从不谈论自己，所以无人知道他的底细。他肯定是一位英国人，而且是位相貌堂堂的英国绅士。在市内的银行或生意场上，从不见他的踪影。在船东中间和航运界，他的名字也闻所未闻。他不是商人，也不是实业家。他不是农场主，也不是科学家和作家。他好像没有在做什么生意，也没有任何职业。

斐利亚斯·福格只是一名改良俱乐部的会员，仅此而已。

他好像是个默默无闻的人，一个朋友也没有，为此人们会感到纳闷，他怎么会成为改良俱乐部的一员。道理相当简单：为他办理业务的银行主管将他的名字登记在那些想入会的人员名单上，于是他就被接纳成了会员。

斐利亚斯·福格富有吗？答案是肯定的。不过没人知道他是如何积攒这笔家产的，福格先生不是那种随便跟人交底的人。他花钱不多，但好像又不是那种爱积蓄钱的人。

他沉默寡言；说实在的，比他说话还少的人绝无仅有。关于他的个人习惯和日常生活并无秘密可言，但无论做什么事，他总是按部就班，有一个绝对固定的程式，而且天天如此。因此，人们对他以及他的过去愈加要探个究竟。

他外出旅行过吗？很有可能。因为没人比他更熟悉世界地图。他好像对世界上的每一个国家和城镇都了如指掌。有时候俱乐部的会员谈到，一些旅行家在世界的某个偏远或不为人知的地