

【英汉对照全译本】

● 外国文学名著精粹文集 ●

20.000 Leagues under the Sea

海底两万里

[法] 儒勒·凡尔纳



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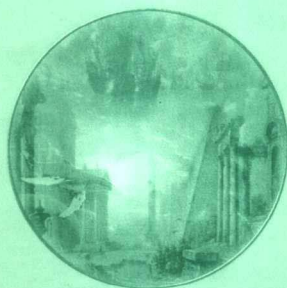
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译 序

这本小说描绘了博物学家阿龙纳斯教授，他的仆人及鱼叉手尼德·兰等人为探索海中怪物所经历的种种海中奇遇。

怪物在海洋中出没的消息被传得沸沸扬扬。法国巴黎博物馆的博物学家阿龙纳斯教授带领他的仆人康塞尔应邀加盟林肯号远征队开始了追捕怪物的行动。在林肯号上，他们结识了鱼叉手——加拿大人尼德·兰，并与他一起发现了令众多航海家闻风丧胆的怪物竟然是一艘人造的潜水艇，但同时他们也成为了该潜水艇——“鹦鹉螺号”上的囚犯，在尼摩船长的许可下，他们开始了一次无比奇妙的海底旅行。其间，他们一次又一次被壮丽的海洋景观所震撼，并不得不叹服“鹦鹉螺号”的神奇及其主人的智慧。

作者以细腻的文笔、精确的数字及澎湃的激情为读者展现了一个五彩缤纷的海底世界，让我们一起随“鹦鹉螺号”一起去遨游神奇的海底世界吧。

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Chapter 1

A Shifting Reef

The year 1866 was signalised by a remarkable incident, a mysterious and puzzling 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 whale, it surpassed in size all those hitherto classified

第一章

飞逝的大怪礁

公元1866年，让人刻骨铭心难以忘怀。这一年，发生了一起稀奇古怪的事件。对于这起尚未得到合理解释的奇异现象，毫无疑问没有谁能够忘记。当时，海员们的心情特别激动，更不用提那些被各种形形色色传闻搞得心神不安的港口居民了。关注这件事的人范围广泛，包括欧洲和美洲的大商贾、船主、船长或各类船只的掌舵人、世界各国的海军官员，以至后来上述两大洲的各国政府。

不久以前，有好几艘船只在海上碰见了一个“庞然大物”：长长的，梭状，有时泛出磷光，体积比鲸鱼大得多，行动也比鲸鱼快得多。

与它有关的事实(各种航海日志所记载的)：诸如这个物体或是这个生物的形状，它行进时快得出奇的速度，它运动中显示出的令人吃惊的能量，它那种像是天赋的生命活力等方面，相互之间还是相当吻合的。如果说这是一种鲸类动物的话，它的体积却大大超过了该学科中曾经加以归类

in science.

Taking into 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 sur-passed greatly all dimensions admitted by the learned ones of the day, if it existed at all.

And that it DID exist was an undeniable fact; and, with that tendency which disposes

2 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 mysterious object, shot with a hissing noise a hundred and fifty feet up into the air. Now, unless the sandbank had

的鲸鱼。

将几次观察的结果平均一下——摒弃那些保守的估计，即认为这个物体有 200 英尺长，同时也不赞同那些夸大其辞的看法，认为其有一海里宽 3 英尺长——，我们可以十分确定地下结论，假如这个不同凡响的生物真实存在的话，那么，它的体积大大超过了时至今日所有鱼类学家们所认同过的各个鱼类的体积。

然而，这个物体的存在却是个不容否认的事实。因此，对于它这般神奇的超自然事物出现给整个世界带来的激动，我们凭着人类所固有的好奇心便可以很容易理解了。至于认为这是子乌虚有的论调，则是毫无意义的。

1866 年 7 月 20 日，加尔各答——布纳希汽轮航运公司的希金森总督号，在澳洲东海岸 5 海里处，曾经遇见过这个巨型动物。开始，船长贝克还以为是一座未知的巨礁，他甚至想测定它的准确方位，忽然只见两道水柱从这个怪物体中喷射出来，呼啸着冲上云天，窜了 150 英尺高。由此来看，除非是这座巨礁上面有间歇喷泉，否则希金森总督号所面对的就是一种还不为人知的海洋哺乳动物：它

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 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 farther off, the Helvetia, of 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 $42^{\circ}15'$ N. lat. and $60^{\circ}35'$ 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

能从鼻孔中喷出两道夹杂着水汽的水柱。

同年7月23日,在太平洋,西印度——太平洋汽轮航运公司的哥伦比亚号也观测到类似的事实。这个奇特的动物能够以惊人的速度从一个地方游到另一个地方,因为希金森号和哥伦比亚号曾分别在相距700海里的两个地点见到过它,但只间隔了3天。

3

15天之后,在2,000海里外,当国立轮船公司的海尔维蒂亚号和皇家邮轮公司的山农号在位于美国和欧洲之间的大西洋海面上迎面近舷对驶之时,它们在北纬42度15分,西经60度35分同时看见了这个怪物。从两条船同时观测到的结果来看,山农号和海尔维蒂亚号两船首尾相连300码,都比不上它长,而当时最长的鲸鱼,像那些时常出没于阿留申群岛的久兰马克岛和翁居里克岛附近海面的鲸鱼,从来没有超过60码的

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.

In every place of great resort the monster was the fashion. They sang of it in the cafes, 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 sub-arctic 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 revived.

Then burst forth the unending argument between the believers and the unbelievers in the societies of the wise 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 to

——甚至还没有达到这一长度。因此，可以大概估计出这个哺乳动物至少有 350 多英尺长。

在各大城市，这怪物成为时髦话题，人们在咖啡馆里赞叹不止，在报刊上嘲弄不休，甚至把它搬上了舞台。报纸正好有了机会来制造各色奇谈。在那些发行量不大的报刊上，还出现了关于各种巨形奇异动物的报道，从白鲸、北极海中可怕的“莫比·狄克”直到庞然大物“克拉肯”（它可以用触须缠住 500 吨重的大船，将其拖下海底。）都一应俱全。古典文献都被搬出来了。

当时，在学术团体中和科学报刊上，相信者与怀疑论者之间展开了不停的争论。“怪物问题”使得人们群情激昂。科学杂志编辑同一些自命不凡的文人打起了笔墨官司，有一些人甚至还为此付出了血的代价，因为他们的矛头所向的不是海蛇，而是变成了人身攻击。

direct personalities.

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, of the Montreal Ocean Company, finding herself during the night in 27° 30' lat. and 72° 15' along, 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 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 careful attention. They saw nothing but a strong eddy

在 1867 年的头几个月里, 这个问题似乎被人淡忘了, 看起来不会有人再提起。可就在此时, 公众又了解到了一些新的情况。此时此刻, 这已不再是一个有待解决的科学问题, 而完全是一桩必须加以避免的严重的现实危险。问题转变成了另一种情况。这怪物变成了小岛、岩山、巨礁, 而且行动莫测, 难以把握。

1867 年 3 月 5 日夜間, 蒙特利尔海运公司的摩拉维安号行驶至北纬 27 度 30 分, 西经 72 度 15 分的海面时, 船的右舷后半部撞上了一座礁石, 而在任何航海图上都没有标示出这一海域有一座礁石。其时, 摩拉维安号凭着风力及其本身 400 马力的推动, 船速达到了每小时 13 海里, 要不是船体特别坚固, 被撞之后, 无疑会连同它从加拿大乘载的 237 名乘客一起沉到海底去。

这起事故发生在清晨 5 点钟左右, 正值天放亮的时候。出事之时, 值班船员迅速跑向船后部。他们非常仔细地观察海面, 但什么也没有发现, 只看见在距离船 200 米处有一个波涛碎成浪花生起的巨大漩涡, 似乎该

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;ã12' long. and 45;ã 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.

The Scotia had not struck, but she had been struck, and seemingly by something

片海面方才受到过猛烈的搅动。当时, 对出事地点做了精确的记录。摩拉维安号在没有明显损坏的情况下, 又继续航行。它是撞上了一处海底的岩石?还是撞上一遇难船只的残骸?人们无从知道。摩拉维安号直到进船坞检修的时候, 才发现它的一部分龙骨已经断裂。

这事实本身虽然是极其严重的, 但是要不是在3个星期之后, 在类似的境况下发生了同样的事件, 它也会同其他事件一样被人忘记。而新发生的那次撞船事故, 不过是由于受损船只的国籍及其所属公司的声望, 才使之广泛传播。

1867年4月13日, 海上风平浪静, 适于航行。当时, 堪纳德轮船公司的航班斯戈蒂亚号正在西经15度12分, 北纬45度37分的海面上行驶。时速为13.5海里。

下午4时17分, 乘客们正在大厅里用餐的时候, 斯戈蒂亚号稍后一点靠左舷机轮的地方, 感到了一次轻微的撞击。

斯戈蒂亚号并没有撞上别的什么东西, 而是它被别的东西撞到了。

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, 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

撞它的东西谈不上尖锐锋利,而且像是钝器。这次碰撞感觉非常轻微,如果不是货舱监视员跑到甲板上面叫喊:"我们的船在下沉!我们的船在下沉!"恐怕船上谁也不会对这起碰撞引起警觉。

开始,乘客们异常慌乱,但安德森船长很快便稳住了局势。事实上,这种危险也并非很紧迫。而且,斯戈蒂亚号的7间船舱是由水密舱壁分隔开来的,少量漏洞不会损害整个船体。

船长安德森迅速跑到底舱。他发现海水已经浸入了第5间船舱,而且速度相当快,这说明水量很大。庆幸的是,这间舱里没有蒸汽锅炉,否则,炉火就会立刻熄灭掉。

安德森船长命令立即关闭发动机,并且叫其中一位水手潜水查清楚船体受损程度。不一会儿,便查明轮船船体机身处有一个直径两米的大洞。这样的漏洞是不可能堵住的。因此,斯戈蒂亚号就只能在它的轮处于半淹状态下继续航行。它当时距离克利尔海岬还有300海里,在延误了3天以后才驶进公司的船坞。这次事件使

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 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, that the 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 backward motion.

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 Lloyd's, the number of sailing and steam-ships supposed to be totally lost, from the absence of all news, amounted to not less

得整个利物浦都人心惶惶。

斯戈蒂亚号被架了起来，工程师们对它进行了检修。他们都不敢相信看到的事实。船体吃水线下两码半的地方显现出一个规则的等边三角形裂口，铁皮上的裂痕齐齐正正，即使打洞钳也无法轧制得那般精确。轧穿这个洞的器械肯定不是普通钢材制作的，因为它在以神奇的力量向前冲撞，截穿了 $1\frac{3}{8}$ 英寸的铁皮之后，还能做出一种倒退动作，使其自身得以逃脱。

这次事件的事实就是这样，结果它又使得公众的情绪重新激昂起来。因为从此以后，以前那些无法查明原因的不幸的海难事件现在全都归到了这个怪物头上。这个神奇的动物负起了所有沉船事故的责任，而沉没船只的数目巨大。根据劳埃德报告记载，每年因下落不明而判定失踪的航船，其数量至少有 200 艘！

than two hundred!

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

Chapter 2 Pro And Con

At the period when these events took place, I had just returned from a scientific research in the disagreeable territory of Nebraska, in the United States. In virtue of my office as Assistant Professor in the Museum of Natural History in Paris, the French Government had attached me to that expedition. After six months in Nebraska, I arrived in New York towards the end of March, laden with a precious collection. My departure for France was fixed for the first days in May. Meanwhile I was occupying myself in classifying my mineralogical, botanical, and zoological riches, when the accident happened to the Scotia.

I was perfectly up in the subject which

这个时候, 这个“怪物”便因船只失踪受到了人们公正或不公正的指责。由于它的存在, 各大洲之间的航行变得越来越危险了。公众纷纷表态, 坚决要求不惜一切代价把这条令人生畏的鲸怪消灭。

第二章 支持与反对

这些意外事件发生的时候, 我刚结束在美国内布拉斯加州的贫困地区的一项科学研究工作回来。我作为巴黎自然史博物馆的助理教授, 法国政府委派我参加了该项科研。我在内布拉斯加州呆了6个月之后, 带着一些珍贵的收集品, 3月底到达纽约。我定于5月上旬起程回法国。于是, 我便利用这段时间, 对我收集的那些矿物和动植物标本进行分类整理, 而斯戈蒂亚号出事刚好是发生在此时。

我完全了解时下这个时髦的话

was the question of the day. How could I be other- wise? I had read and reread all the American and European papers without being any nearer a conclusion. This mystery puzzled me. Under the impossibility of forming an opinion, I jumped from one extreme to the other. That there really was something could not be doubted, and the incredulous were invited to put their finger on the wound of the Scotia.

On my arrival at New York the question was at its height. The theory of the floating island, and the unapproachable sandbank, supported by minds little competent to form a judgment, was abandoned. And, indeed, unless this shoal had a machine in its stomach, how could it change its position with such astonishing rapidity?

From the same cause, the idea of a floating hull of an enormous wreck was given up.

There remained, then, only two possible solutions of the question, which created two distinct parties: on one side, those who were for a monster of colossal strength; on the other, those who were for a submarine vessel of enormous motive power.

But this last theory, plausible as it was, could not stand against inquiries made in both

题, 我怎么会不了解呢?我反复阅读欧美各类刊物, 但对此事的认识却未能更进一步。这个谜团让我困惑。我拿不定主意, 当时只好在两种极端的见解之间游疑不定。这个事实确实存在, 这一点毫无疑问, 谁要是怀疑, 就请他指出斯戈蒂亚号那个创口是怎么造成的吧。

在我到达纽约的时候, 这个问题的讨论已经白热化。某些不学无术的人提出的诸如浮动的小岛, 无法接近的礁石之类的解释, 已经遭到了否定。否定的理由非常简单: 除非这礁石腹部藏有一台机器, 否则, 它怎么可能以这般惊人的速度四处游动呢?

说它是一只浮动的船体, 是一遇难船只的巨型残骸飘流物的论调也被否定, 理由同上。

那么, 就只剩下两种可能的解释, 而人们也由此分成了两个派别: 一派认为, 这是一种拥有无限力量的怪物; 另一派则说, 它是一艘功率巨大的“潜水”艇。

这后一种假设尽管可以成立, 但经过在两大洲所进行的调查之后,

worlds. That a private gentleman should have such a machine at his command was not likely. Where, when, and how was it built? and how could its construction have been kept secret?

Certainly a Government might possess such a destructive machine. And in these disastrous times, when the ingenuity of man has multiplied the power of weapons of war, it was possible that, without the knowledge of others, a State might try to work such a formidable engine.

But the idea of a war machine fell before the declaration of Governments. As public interest was in question, and transatlantic communications suffered, their veracity could not be doubted. But how admit that the construction of this submarine boat had escaped the public eye? For a private gentleman to keep the secret under such circumstances would be very difficult, and for a State whose every act is persistently watched by powerful rivals, certainly impossible.

Upon my arrival in New York several persons did me the honour of consulting me on the phenomenon in question. I had published in France a work in quarto, in two volumes, entitled *Mysteries of the Great Submarine Grounds*. This book, highly approved of in

它便站不住脚了。因为，一个个人拥有一种这样的器械，在当时几乎是不可能的。他在何时何地如何制造出这种器械？他又怎么能够保守住这个秘密？

当然一个国家的政府才可能拥有这样的一种毁灭性武器装置，在人类为增强武器威力而费尽心计的可悲时代，一个国家是可能会瞒着其他国家去制造这种可怕的武器的。

然而这种战争器械的假设，在各国政府的正式声明面前也站不住脚了。因为这件事关系到公共利益，既然海上运输遭到破坏，各国政府的诚实难以置疑。此外，又怎么能够说这艘潜艇的建造可以瞒得过大众的监督呢？在这种情形下，个人要想保守住秘密尚且极端困难，而对于一个行动往往受到敌对势力密切监视的国家来说，就更加不可能了。

我一到纽约，就有好几个人专程来向我征求对于这件事情的意见。此前我曾经在法国出版过一部名为《海底的秘密》的专著，八开本，两卷。这本书受到了学术界的好评，而我也因此成了博物学中这一