

EXPLANATORY NOTES

- 5 *the brig the 'Forward', captain KZ*: a ship of that name transported emigrants to Baltimore in 1737; MS has 'the *Foreward*' throughout and 'Captain X . . .' here.

the 'Liverpool Herald' of 5 April 1860: the *Herald* was published 1855–66. Liverpool was the first foreign town Verne visited (1859). In *Backwards to Britain* (chs. 15–16), he and his companion go sightseeing in the docks, with a virtuoso description of the ships' movements and port machinery. The two dine in a dock tavern, but leave abruptly following a free-for-all. Chs. 1–5 of *A Floating City* (1871), a semi-fictional account of Verne's 1867 visit to America, are also set in Liverpool docks. MS: '*Nautical Paper of 6 5 April 1860*'; no trace of this newspaper has been found—perhaps the (HM) *Nautical Almanac* or the *Nautical Magazine*, which first published *The Arctic Dispatches* by McClure, who is cited in this same I 1.

of every size and nationality: MS: 'of every size, shape, and nationality'; '120 horsepower', two paragraphs lower, is '80 horsepower'. Franklin's *Erebus* and *Terror* had entire fifteen-ton locomotive engines acquired from London Railways.

the 'Nautilus': the use of the name in *Twenty Thousand Leagues* shows how common it was for vessels of all sorts. The best-known submarine predecessors were Hallet's *Nautilus* (1857) and two *Nautiluses* built by American Robert Fulton at the beginning of the century to launch mines against British ships.

- 6 *Cornhill*: given that Verne's novels appeared first as serials, perhaps a reference to the *Cornhill Magazine* (1860–1939), a serial fiction pioneer which may have influenced Hetzel's venture. The first issue featured Allen William Young, 'The Search for Sir John Franklin' (pp. 96–121), with a map of McClintock's expedition.
- 7 '*second only to God*': Dupanloup and Aubineau's obscurantist attacks on Verne's omission of the word 'God' (see Introduction, above) are ill-founded, for it occurs in fact twenty-seven times in *Hatteras*. Their criticisms were based on a half-truth, though, for Verne rarely mentions Christ and avoids explanations in terms of divine intervention.
- 8 *this dog-captain*: the idea may easily be drawn from the insignia of the Isle of Man, which depict human 'shoulders carrying the magnificent head of a Great Dane', according to Charles Nodier, 'La Fée aux miettes', in *Contes* (1961), 245.
- 9 *Scott and Co.*: the screw for Nemo's *Nautilus* (20T I 13) is provided by John Scott, shipbuilders 'of Glasgow' (in fact of Greenock). In 1862, they constructed a huge shipyard in the centre of Verne's home town of Nantes, taking on 1,800 men.

- 9 *good reasons for his decision*: the ship is built of wood to enable it to be cannibalized or provide fuel, another sign of its polar destiny (stated in any case in the part title).

R. Hawthorn of Newcastle: R. and W. Hawthorn, active until the 1980s, building steam locomotives and engines for ships.

Sir John Franklin: (1786–1847), author of *Narrative of a Journey to the Shores of the Polar Sea* (1823) and *Narrative of a Second Expedition* (1828); in 1845, aged 59, he led an expedition on the *Erebus* and *Terror* to search for the Northwest Passage. From 1848, more than forty expeditions were dispatched to look for his traces. Although the geographical and scientific knowledge gained was immense, no evidence of his fate emerged before Rae, in 1853–4, and McClintock, in 1857–9.

- 10 *Captain McClintock . . . proof of the loss of the unhappy expedition*: (Verne: ‘MacClintock’) Sir Leopold McClintock (1819–1907), member of Belcher’s 1852–4 expedition, then commander of an expedition (1857–9) sent by Lady Franklin to investigate her husband’s fate, and author of *The Voyage of the ‘Fox’ in the Arctic Seas* (1859, French translation in *Le Tour du Monde* (1860), to which Verne subscribed). A page McClintock and Hobson discovered in a cairn at Point Victory gave information up to 25 April 1848 (see below, note to p. 99), namely that the ships had been trapped in ice between Victoria and King William Islands; and an old Eskimo woman told him that the crew had died in their tracks. The survivors had in fact abandoned ship and set off south over Boothia Peninsula, but all 138 crew died.

Captain McClure . . . Lieutenant Cresswell: Sir Robert McClure (Verne: ‘MacCure’ or ‘McClur’ in different editions) (1807–73), author of *The Arctic Dispatches: Containing an Account of the Discovery of the North-West Passage* [1854?]. Lieutenant S. Gurney Cresswell (Verne: ‘Creswel’) (1827–67), author of *Series of Eight Sketches in Colour (together with a Chart of the Route) during the Discovery of the North-West Passage* (1854). McClure, Cresswell, and their crew were the first to complete the Passage (1850–3), although partly by sledge (the first single ship was Amundsen’s in 1906). In *The Fur Country* Verne describes McClure as ‘the only man really to have gone from one ocean to the other via the Polar Sea’.

the whaler Weddell . . . Captain James Ross: James Weddell (Verne: ‘Weddel’ or ‘Wedell’ in different editions) (1787–1834), discovered the Weddell Sea. ‘In 1825 [in reality, 1823] . . . a mere sealer, the Briton Weddell, went as far as . . . 74° 15’ on the thirty-sixth [meridian]’ (20T II 15). Admiral Sir James (Clark) Ross (1800–62), nephew of John Ross, located the North Magnetic Pole in 1831 and discovered Victoria Land. His southwards record was 78° 4’ on 2 February 1842 (20T II 15). The opening chapters of *Hatteras* as far as Bellot Strait (I 16) draw much from James Ross’s second journey.

- 11 *lime juice, the lime pastils, or the packets of mustard and sorrel and Cochlearia seeds*: in a footnote Verne translates his own ‘lime-juice’ as ‘Jus

de citron': 'lime' is 'citron vert', but 'citron' can include both lemon and lime, especially given that lemon seems to have been generally used by British mariners, rather than the lime of popular belief. Verne wrote 'des pastilles de chaux' ('(quick)lime pastils'), a mistranslation from English.

a ship's boat of tin-plate covered with gutta-percha, and a number of Halkett boats: this phrase sums up the quirky improvisation of Verne's preferred technology, in contrast with his erroneous reputation for futuristic sophistication. Halkett boats were invented in 1844 by Lieutenant Peter Halkett, author of *Boat-cloak or cloak-boat, constructed of MacIntosh india-rubber cloth, umbrella-sail, bellows, &c* (1848). His circular boats were successfully used on Rae's and Richardson's expeditions, and one survives on Orkney, marked 'James Fitzjames', commander of the *Erebus* on the Franklin expedition. Verne inserts a phallic-inspired footnote in II 1, explaining that the boat 'can expand as much as wished'. In *The Tribulations of a Chinese in China* (1879), the hero sails the China Sea in a Boyton Suit, a similar coat-vessel, but now with a sail and a small stove.

- 12 *2 August 1859*: the date when Verne's seminal visit to Scotland and England ended, and he resolved only to 'travel in his memories' (*Backwards to Britain*, 48).

Marquart and Co., bankers of Liverpool: not found—perhaps Marquart or MacCuart?

engineers: Verne inserts a footnote reading 'Ingénieurs-mécaniciens' to explain 'ingénieurs'.

Dr Clawbonny: the surname is taken from that of a slave family, later freed, named after a locality near the Hudson in Fenimore Cooper's *Afloat and Ashore* (1844) and *Miles Wallingford* (1844), and especially from Neb(uchadnezzar) Clawbonny, as confirmed by the use of both first names for the black in *The Mysterious Island*. But 'Clawbonny' also has a Scottish consonance, confirmed by his Glengarry and membership of the Royal Society of Edinburgh. Dr Clawbonny is undoubtedly based on Dr John Richardson.

- 13 *Those invited to participate in the campaign of the 'Forward' should be British*: Hetzel suggested including a French crew member, but Verne replied: 'impossible; there need to be just *Britons*; I'll have it announced in [the captain's] letter. It'll be a condition for being taken on' (16 September 1863).
- 14 *the Glacial Sea*: Verne may mean the sea north of Eurasia, as distinct from the Polar Sea, above America.
- 15 *'Kane had for his famous advance towards the Pole'*: Elisha Kent Kane (1820–57), explorer and doctor. His *Advance* sailed through Baffin Bay and Smith Sound into Kane Basin, reaching 80° 35' N; abandoning ship when supplies ran low, he returned overland to Uppernawik (1853–5).

Johnson . . . was quartermaster on the 'Phoenix' . . . Bellot, the French lieutenant: *Johnson*: Escaich and Gehu say that Verne's character is the

authentic 'William Johnson', but without further information. MS reads ~~Harvey~~ 'Johnson' (probably based on quartermaster Harvey of the *North Star*) up to I 19, then 'Johnson' thereafter. *Bellot*: Joseph-René Bellot (1826–53), accompanied ~~William~~ Kennedy on the *Prince Albert*, financed by Lady Franklin (1851–3), and author of 'Journal of a Voyage to the Polar Seas' (1853). During a second campaign under Belcher and Inglefield, he disappeared into a crevasse, while accompanied by crew from the *North Star* (see below, note to p. 119). In 'Wintering in the Ice' (1855), a note, probably written by Verne, cites La Pérouse, Franklin, Bellot, and McClure as sources.

- 17 *a helm at each end to . . . ensure rapid service between the banks of the Mersey*: much of the local colour, including the three-legged symbol of the Isle of Man (I 5), is drawn from Verne's 1859 visit to Liverpool (*Backwards to Britain*, 14–17).
- 18 *'you are a fine sailor!'*: in addition to the homosexual innuendo, this dialogue describes Verne's own long wait for success in his writing career.
- 19 *to study in the exercise of their functions*: MS: 'to surprise in the exercise of their functions', with lavatorial/sexual humour.
- the Literary and Philosophical Society of Liverpool*: published *Proceedings* for several decades.
- 20 *On 15 March . . . a Great Dane had been sent by railway from Edinburgh to . . . Liverpool*: in I 2 the date was '15 February'; Verne himself delightedly took the Liverpool–Edinburgh train in August 1859.
- Foker . . . Bolton . . . Gripper*: the names Foker and Bolton are taken from Thackeray's *History of Pendennis* (1850); Gripper, which is not a normal surname, may come from the *Griper*, used on Parry's 1819–20 expedition.
- 22 *unlike Socrates, he ended up saying: | 'My house is small, but may heaven grant that it is never full of friends!'*: Socrates: (469–399 BC), Greek philosopher who profoundly influenced Plato. The quotation may in fact be from Lucian of Samosata's *Onos*: 'You see . . . my house is small, but ready to receive a guest. You will enlarge it by having the goodness to stay.'
- 25 *the time for the midday collection [levée] had passed*: does Verne mean 'delivery'?
- 26 *you will enter Davis Strait, and cross Baffin Bay to Melville Bay*: towards both the Northwest Passage and the Pole.
- 27 *Point of Ayre*: Verne erroneously wrote 'Ayr', on the Scottish mainland.
- 28 *'On the "Victory" . . . fitted with a steam-engine'*: James Ross set out in May 1829, under his uncle John Ross, and wintered at Felix Harbour. Their paddle-steamer, a strange choice as the boxes got stuck in ice, was the first powered Arctic vessel.

'Parry, Ross, and Franklin's books and Kennedy, Kane, and McClintock's reports': authors of works of exploration central to *Hatteras*. Sir William

Edward Parry (1790–1855) reached $82^{\circ} 45'$ N in 1827, a record until 1875–6, and published the journals of his Arctic expeditions. Verne (*Travellers*, II 3 2) devotes five pages to his 1819–20 expedition, which ‘obtained more results than those of the next thirty years combined’. James Ross, *A Voyage of Discovery and Research in the Southern and Antarctic Regions* (1847). Franklin, *Narrative of a Journey to the Shores of the Polar Sea* (1823). William Kennedy (1813–90), a whaling captain who led the 1850–3 expedition financed by Lady Franklin and discovered Bellot Strait; author of *A Short Narrative of the Second Voyage of the ‘Prince Albert’* (1853). Kane, author of *The United States Grinnell Expedition in Search of Sir John Franklin* (1853) and *Arctic Explorations: The Second Grinnell Expedition in Search of Sir John Franklin* (1856). McClintock, *Voyage of the ‘Fox’ in the Arctic Seas* (1859).

‘we get trapped . . . like the “Fox” in 1857 . . . amongst the pack ice’: the *Fox* was a 340-foot wooden boat of 170 tons burden; McClintock was pushed southwards into the Davis Strait from September 1857 to April 1858.

- 29 $55^{\circ} 57'$: from this point, Malin Head, about fifty-five miles away, would not normally be visible.

- 31 *They were now at $51^{\circ} 37'$ latitude and $22^{\circ} 58'$ longitude, or 200 miles from the tip of Greenland*: both coordinates must be slips, with this point about a thousand miles from Greenland.

‘the whaler Scoresby, who belonged to the Royal Society of Edinburgh’: Captain William Scoresby (1789–1857), Scottish Arctic explorer, elected to the RSE in 1819 and author of *An Account of the Arctic Regions and Northern Whale Fishery* (1820) and *Journal of a Voyage to the Northern Whale Fishery* (1823), called ‘the best existing authority’ on Greenland whales in *Moby-Dick*. In 1816–17 his ship, under his father, William Scoresby (1760–1829), reached $82^{\circ} 30'$ near Greenland, where he discovered an open sea to the east perhaps leading to the Pole (*Travellers*, II 3 2).

- 32 ‘the brig “Ann of Poole”, coming from Greenspond, was caught in genuine ice-fields at forty-four degrees north, and because Dymont, its captain, counted hundreds of icebergs!’: (Verne wrote ‘Dayement’, but this has been amended to the Newfoundland name ‘Dymont’) the brig was in fact the *Lady Ann*, from Poole. Icebergs may be seen on occasion at thirty degrees.

‘having been a cabin boy on the sloop-of-war the “Fly”’: possibly the schooner the *Fly* of Bridport, active in 1809.

- 33 *warblers*: according to Littré, Verne’s ‘contre-mâîtres’ occur only in Paraguay.

- 34 the ‘Valkyrien’, a Danish corvette: in *Journey to the Centre of the Earth* the heroes take ‘the *Valkyrie*, a little Danish schooner’ from Copenhagen to Reykyavik. A Valkyrie, in Norse mythology, was a maiden who took dead heroes to Valhalla; also an allusion to *Die Walküre* (1856) by Wagner, whom Verne discusses in several works.