

sweeps that were the chief motive power of the galley, and could drive the bronze-beaked prow, that was fixed to the curving end of the keel close to the water, at a deadly rate into the enemy's quarter, or through his extended oarage. From this model the Scandinavian took the mast, sail, rudder, and possibly oar, but he did not servilely copy the build, which was unsuited to the Northern Sea, though admirably adapted to the Mediterranean, where it had been perfected by the Greeks.

The finds of the last fifty years enable us to see for ourselves what manner of ships the Norwegian sailors—who were the first sailors to make long runs out of sight of land, and to cross the North Sea and Atlantic regularly year by year—built and sailed. From the Nydam boats of the latter part of the third century, by which time the type was already formed, to the Gokstad ship of the eighth century, which represents it in its perfection, the chain of evidence is complete for Sweden and Norway and the Baltic coasts. We can see before us in these craft, the very kind of ship such as the Byzantine historians tell us threatened new Rome, the great city, Mickle-garth, from the middle of the ninth to the middle of the tenth centuries, built with planks on a keel of a single tree sixty feet or more in length: masted, ruddered, holding from twenty to forty men, with weapons, water, and food. The Nordland boat of the Norwegian fisherman to-day is almost identical in all essentials to the wicking ship of a thousand years ago.