



GREAT ROUTES IN THE MIDDLE AGES

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LEGEND

FRANCE

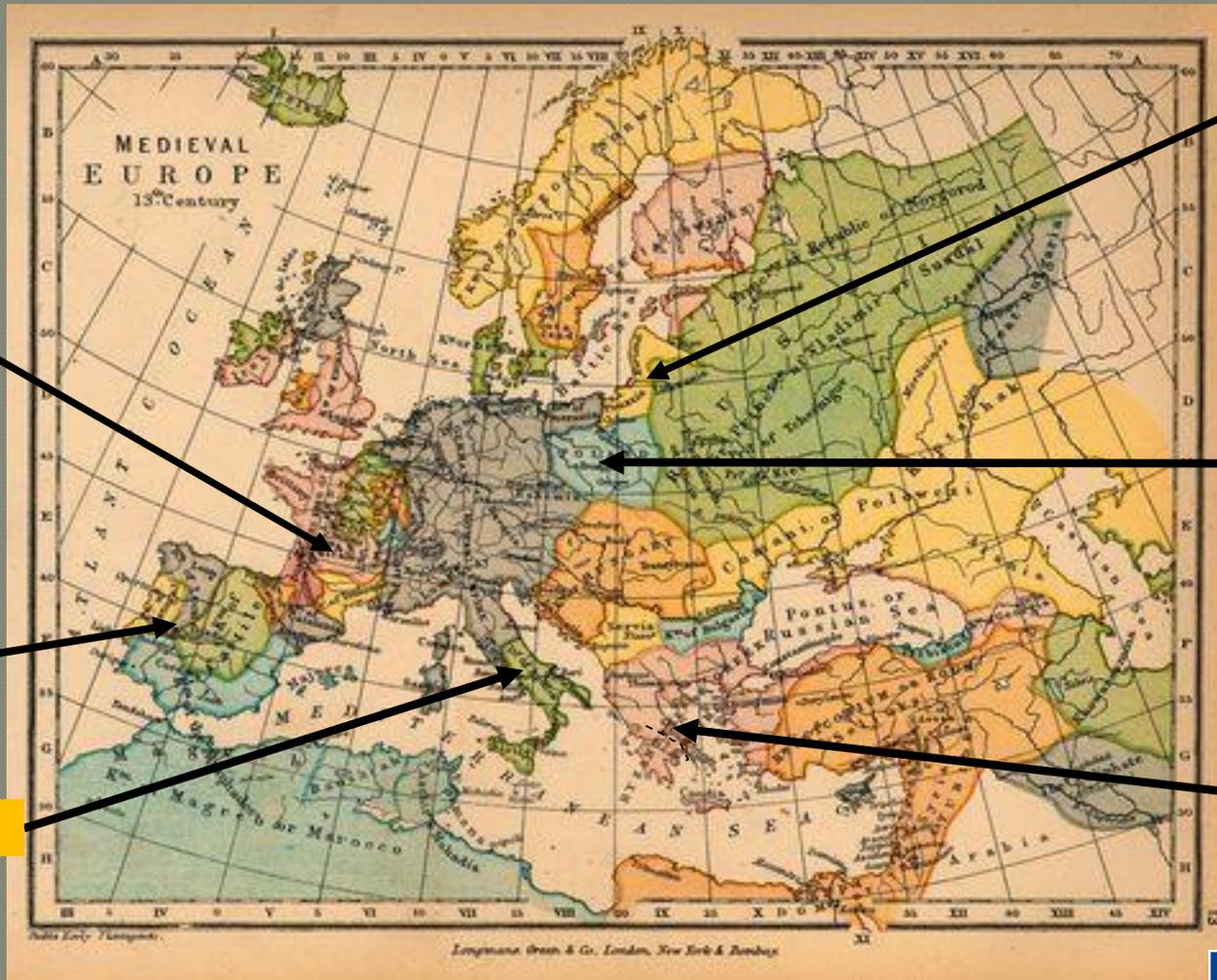
SPAIN

ITALY

LATVIA

POLAND

GREECE

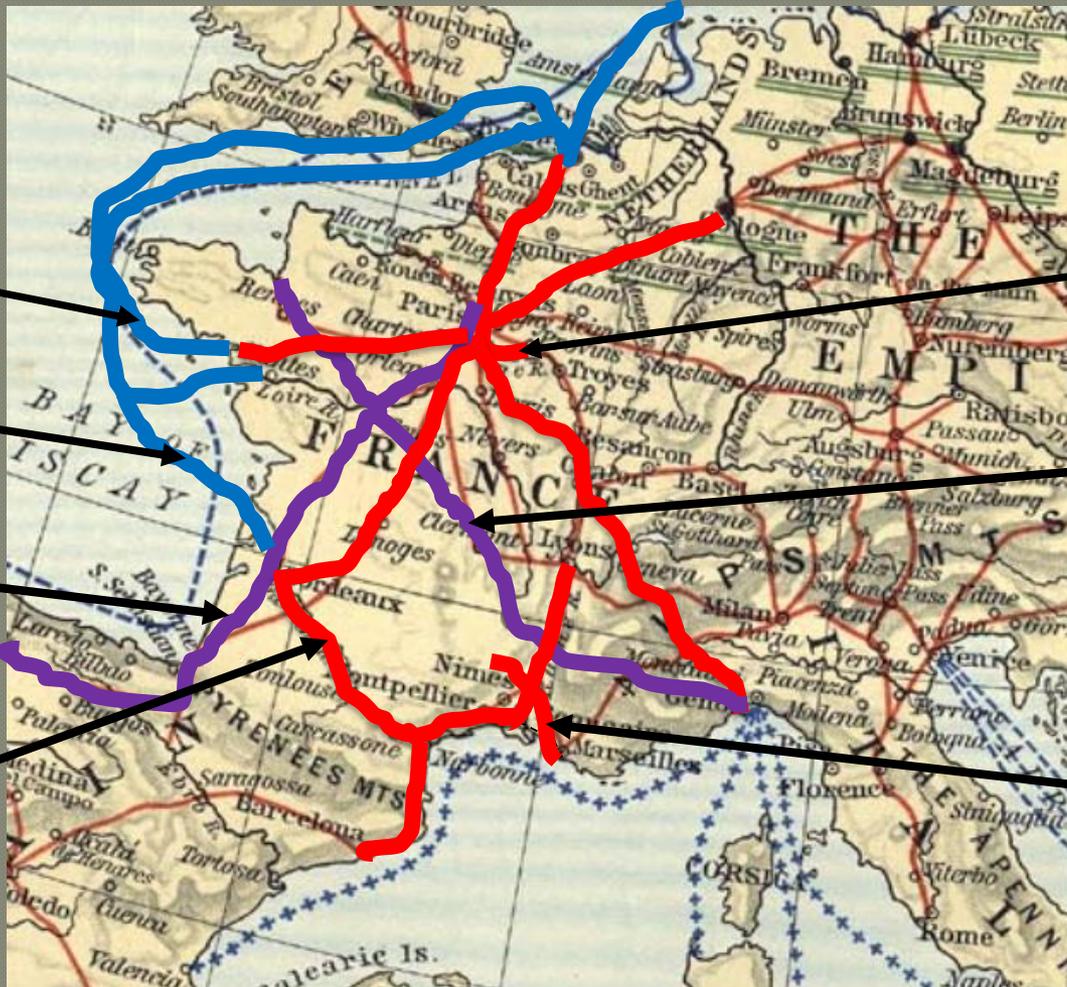


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FRANCE

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Salt Route -
Guerande

The Wine
Route - Sea

The Route St
Jacques

The Wine
Route - Land

The Champagne
Fairs

Saint Michael's
Route

The Salt Route
- Camargue

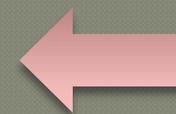
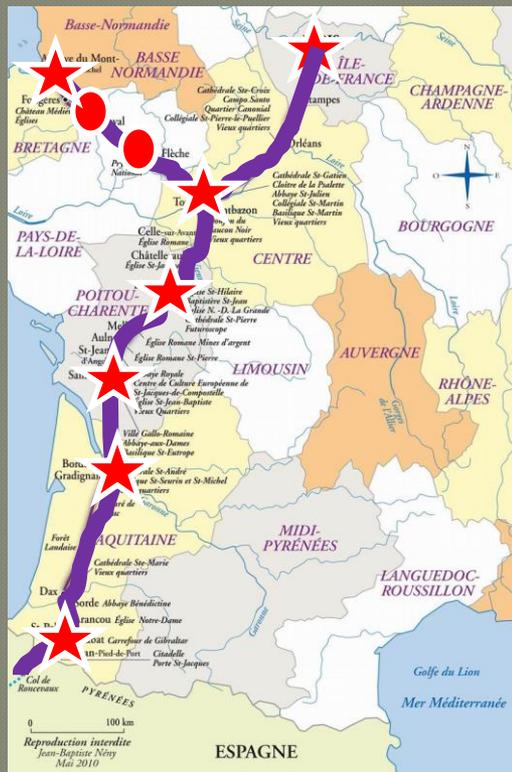


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ROUTE DE SAINT JACQUES

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ROUTE DE SAINT JACQUES

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The first French pilgrims heading for Santiago de Compostela probably made the journey to Spain in the middle of the 11th Century, but it only became really popular for overseas pilgrims in the 12th Century.

Pilgrims from France would have used the guide: “CODEX CALIXTINUS” – named after Pope Callixtus II – to trace their routes to Spain.

France offered freedom of passage, so it became a popular route for pilgrims from other European countries, and the tourist industry became widespread on these routes as the traders looked to benefit from the passing commerce.

For many, the pilgrimage offered a route of penance, where people would atone for their sins by walking to Santiago de Compostela.



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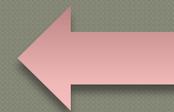


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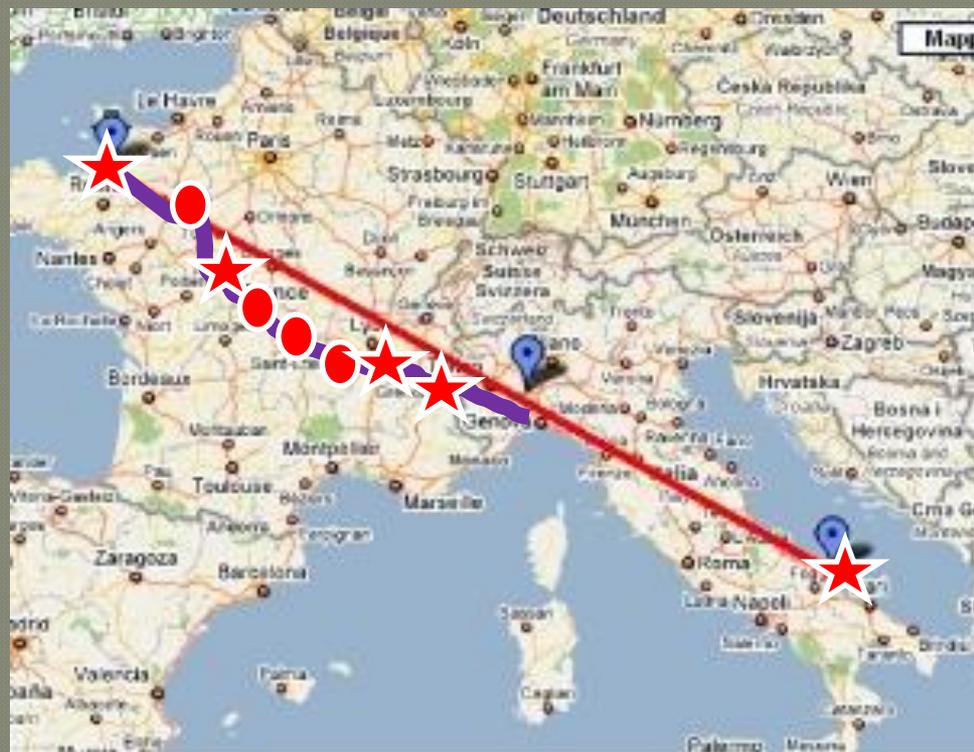


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SAINT MICHAEL'S ROUTE

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SAINT MICHAEL'S ROUTE

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The legend surrounding the Sanctuary of San Michele in Gargano, Puglia in Southern Italy proved to be an inspiration for the Mont Saint Michel in Northwestern France. Both are attributed to Saint Michael's apparition, telling a local priest to build a chapel on top of the mountain.

Kings, Popes and Emperors all travelled the route to Gargano on their way to Jerusalem.

There is even an extension of this route to cover Saint Michael's Mount in Penzance, which the Normans had built after conquering England.

The Archangel Saint Michel became known as a guardian angel, and many chapels were dedicated in his honour in many countries across Europe.



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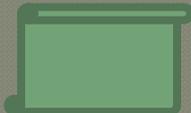
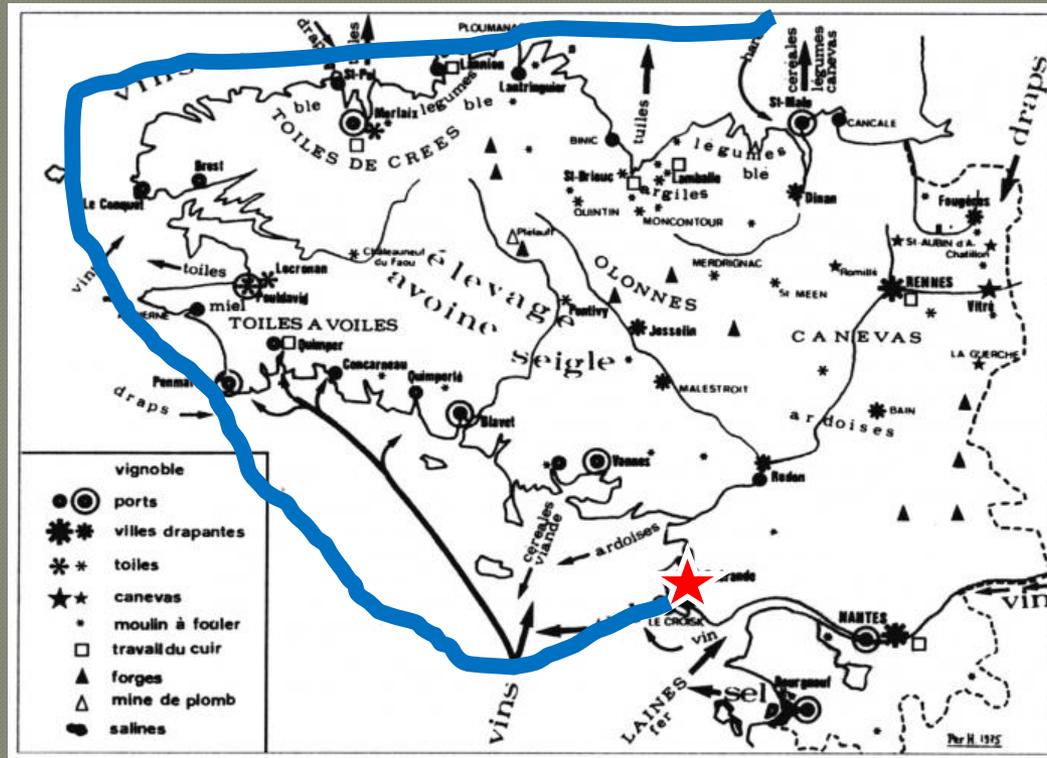


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SALT ROUTE - GUÉRANDE

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SALT ROUTE - GUÉRANDE

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Guérande salt has a very long history, having been harvested on the peninsula since the Iron Age. The first salt works to use the storage capacity of the lagoon goes back to the third century, shortly after Roman conquest.

The real inspiration behind the use of salt marshes came from the monks from Landévennec Abbey, who, in 945, founded Batz Priory in the region. By studying the tides, wind and sun, the monks mapped out a plan for the salt works, which still exists today. An enormous, laborious project, this open-air factory brought prosperity to Guérande for many centuries and opened up the first trading routes in Europe, becoming the “Eldorado” of Brittany.



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SALT ROUTE - GUÉRANDE

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Salt production and trading has been carried on in Beyond for two thousand years. Salt from the "salines" in the Camargue was transported by boat along the Mediterranean coast, and then inland through the mountains by mule. The routes often avoided the main roads so as to avoid the "brigands".

The main purpose of the salt was to act as a preservative for meat to keep it fresh on its journeys inland.



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THE WINE ROUTE

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THE WINE ROUTE

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BORDEAUX

The history of Bordeaux wine spans almost 2000 years to Roman times when the first vineyards were planted. In the Middle Ages, the marriage of Henry Plantagenet and Eleonor of Aquitaine opened the Bordeaux region to the English market and eventually to the world's stage. The name Bordeaux derives from the French *au bord de l'eau* which means "along the waters" and makes reference to the Gironde Estuary and its tributaries, the Garonne and the Dordogne rivers which play a pivotal role in the history and success of the region.

LOIRE VALLEY

By the 11th century the wines of Sancerre had a reputation across Europe for their high quality. In the High Middle Ages, the wines of the Loire Valley were the most esteemed wines in England and France, even more prized than those from Bordeaux.^[3]



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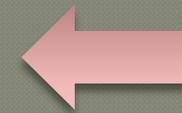


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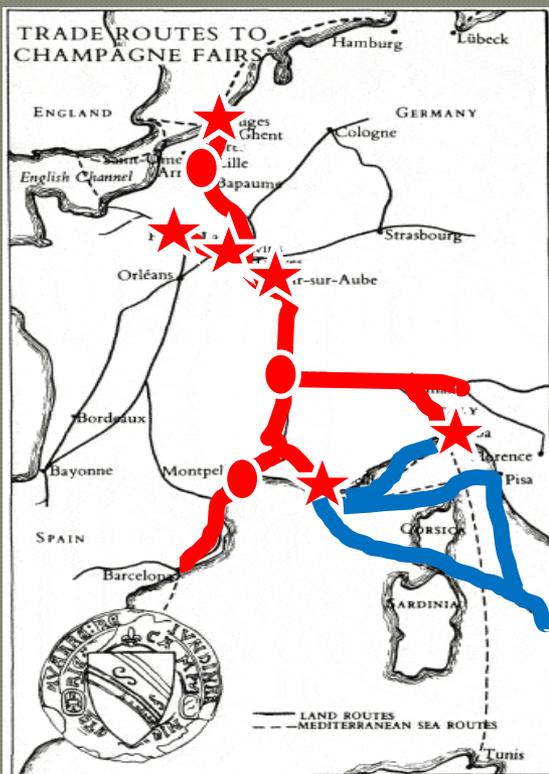


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THE CHAMPAGNE FAIRS

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THE CHAMPAGNE FAIRS

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As the European economy grew during the 11th and 12th centuries overland trade between Italy and northwest Europe increased and merchants from these regions needed to meet to exchange their goods. During the period from the early 12th through the 13th century, this exchange was centred mostly in the Champagne region of France, at fairs held in the towns of Troyes, Provins, Bar-sur-Aube, and Lagny. A great deal of Flemish cloth made its way to Italy during the 12th century via the fairs of Champagne.

The fairs of Champagne are perhaps the most famous of the medieval European fairs. They originated during the first half of the 12th century as a centre for the sale of horses. They developed from local markets to regional markets and finally to fairs of Europe-wide importance.

Before fairs merchants travelled on trade routes between north and south that followed the Meuse, Saône, and Rhône Rivers. However, a more direct route between the Rhône Valley and West Flanders later emerged. It ran from the Saône across the upland of Langres to the headwaters of the Paris Rivers, and then north toward Lille and Arras.



VIDEO



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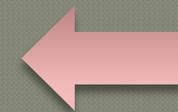


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MONT SAINT MICHEL

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MONT SAINT MICHEL

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Legend has it that the Archangel Saint Michael arrived in an apparition to Saint Alban, and asked him to build a chapel on the mount. He didn't believe the apparition, until he woke up one day with a hole in his head where Saint Michael had pushed so hard with his finger to convince him the request was real. The worship of Saint Michel was introduced on the Mount in 708, and it became one of the most important places of medieval pilgrimage. Benedictine monks started building an abbey here in the 10th century.

Withstanding the assaults of man, time and the elements. The heroic resistance of the Mount to English attacks during the Hundred Years' War (14th and 15th centuries) made it a symbol of French national identity.



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LA GRANDE TRAPPE

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LA GRANDE TRAPPE

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La Trappe started life as a simple chapel in 1122, built by Rotrou II, Count of Perche. A couple of years later, he added a monastery to the chapel, which was ran under the Cistercian Order, and it became an Abbey.

The Hundred Years War between the British and the French was a difficult time for the Abbey, and it was burnt and pillaged twice (in 1376 and 1465).

It took until the 17th Century for the Monastery to rediscover its former glory. Abbot De Rance led a reform of the Cistercian Order, and the Monastery took the name of the reform group. But during the French Revolution, the Monastery was closed, and some of the monks were martyred.



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TOURS

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TOURS

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The Saint Gatien Cathedral in Tours was built between 1170 and 1547. Like many Cathedrals, it was rebuilt and renovated on several occasions during its life.

Before it, there had already been a church on the site, and pilgrims flocked to Tours on their way to Santiago de Compostela to worship Saint Martin, whose tomb is in Tours, after he died in 397 AD.



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CHÂTEAUROUX

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The Abbaye Notre Dame - Déols

Déols is the “mother city” of Châteauroux.

Previously called Bourg-Dieu, many relics bear witness to its exciting past.

The Benedictine abbey in Déols was founded in 917 by Ebbes le Noble and among the biggest Roman churches in France. The Hundred Years' War then the Wars of Religion caused the destruction of the abbey. Only one (42m high) of the Benedictine abbey's (113m long) seven bell towers still stands.



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ÉVAUX-LES-BAINS

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ÉVAUX-LES-BAINS

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The St Peter/St Paul Abbey has a rich history of links to pilgrimages.

The Abbey has relics from St Marien (a Hermit, who died in 513 AD) and there was already an important monastery in Evaux since the 9th Century AD. The church on the site dates back to the High Middle Ages.

Like many other churches, the building suffered during the Hundred Years War between Britain and France, who both passed through the area.

It also suffered serious damage in the 17th Century, when the ceiling support structure collapsed, and in 1942, a fire badly damaged the roof (which had been restored in wood...) after the previous structural problems.

It has been classified as a Historical Monument since 1841.



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ST AUSTREMOINE D'ISSOIRE

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ST AUSTREMOINE D'ISSOIRE

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The Abbey takes its name, Austremoine, from the first Bishop of the area who came to evangelise Gaul. It was founded in the 12th Century for the Benedictine monks.

It took nearly 50 years to build it. The stone was taken from a quarry some 10km away to construct the abbey. With scaffolding not invented yet, they had to cut down an entire forest to create a wooden framework around the Abbey whilst they were building it.

The Abbey was a popular stop for Pilgrims as the relics of St Austremoine are in the crypt.



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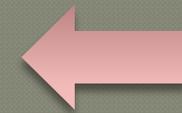


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AIGUIHLE - LE PUY

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AIGUILHE - LE PUY

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St Michael's Pilgrimage Route passes through a number of places which are in honour of the Archangel Saint Michael.

The chapel on the spectacular Saint Michael's Rock (Aiguilhe) in Le Puy en Velay is a good example. In the early days, the Archangel already featured very prominently in the artwork. But the mural paintings were not the main reason for the interest of pilgrims. There was a statue of Saint Michael which was more interesting, but it was destroyed in 1562 by the Protestants.

Saint Michael is said to have protected his clergy when the steeple was struck by lightning in 1245.



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BRIANÇON

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In Briançon, the former Church of the Cordeliers, is one of the few remaining relics of the Medieval Age left in the city. It was built at the end of the 14th Century, and has a number of precious mural paintings. It survived two major fires in the city, and was a Franciscan Monastery during its time – founded in 1388 and completed in 1391.

When the Popes were based in Avignon, they made sure that the room was created, knocking down 35 houses, to give the Abbey the scale it has today.

Apart from educating, the Cordeliers also made use of the flow of pilgrimage tourists by setting up a business to cater for their needs.



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MONTE GARGANO

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MONTE GARGANO

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The Chapel of Saint Michael, on Mount Gargano, is the oldest known chapel which celebrates the Archangel Saint Michael.

Much like the story of the Mont Saint Michel, the legend talks about the Archangel's apparitions before the Bishop of Sipontum, on a couple of occasions, next to a cave. He asked that this cave become a place of worship. He promised that Sipontum would be protected from the Neapolitan pagans if he agreed to do so.

Pope Gelasius I then built a Basilica on the hill. In May 663 AD, the locals successfully defended the mount from the Byzantine Greeks, and Saint Michael was credited as the saviour of Mount Gargano. The day of the battle, 8th May then became a festival which Catholics everywhere celebrated.



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FOUGÈRES

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FOUGÈRES

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Fougères was a Medieval city with a strategic position. Notably it was on the border between Brittany and France, and the fortified city was first settled over 2,000 years ago. The city had three thriving trades: Cloth, Tannery and a dyeworks. It later became synonymous with shoes with cobblers manufacturing footwear.

It's position was important in the struggle between the Bretons, who wished to remain independent from the French. They even built within the fortified castle a tribunal and a town hall to ensure that they were able to govern themselves.

During the Middle Ages, the wars of succession saw it fall into the hands of different owners, English and French. France eventually took control in 1448 and Brittany was annexed.



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LAVAL

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LAVAL

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Since the 12th Century, Laval has been the centre of a brotherhood of pilgrims, mostly following the pilgrimage route to Santiago de Compostela. It was formed by existing pilgrims who wanted to promote the benefits of following the route to Spain as penitence.

Laval is the resting place of Saint Tugdual, Bishop of Treguier, who was transported to Laval after a Norman invasion of Brittany in 870 AD.



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LA FLÈCHE

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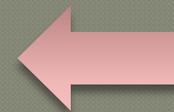
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LA FLÈCHE

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The Church and Priory of Saint Thomas became a Benedictine monastery. The town was subsequently taken over by the Plantagenets, and by the end of the 12th Century, there were more places of worship established. The Saint Andrew Priory was founded in 1171 by an order of Monks from Orleans. Another Abbey (Saint John's of Melinais) was also built in 1180. English Archbishop of Canterbury, Thomas Becket even visited the sanctuary.



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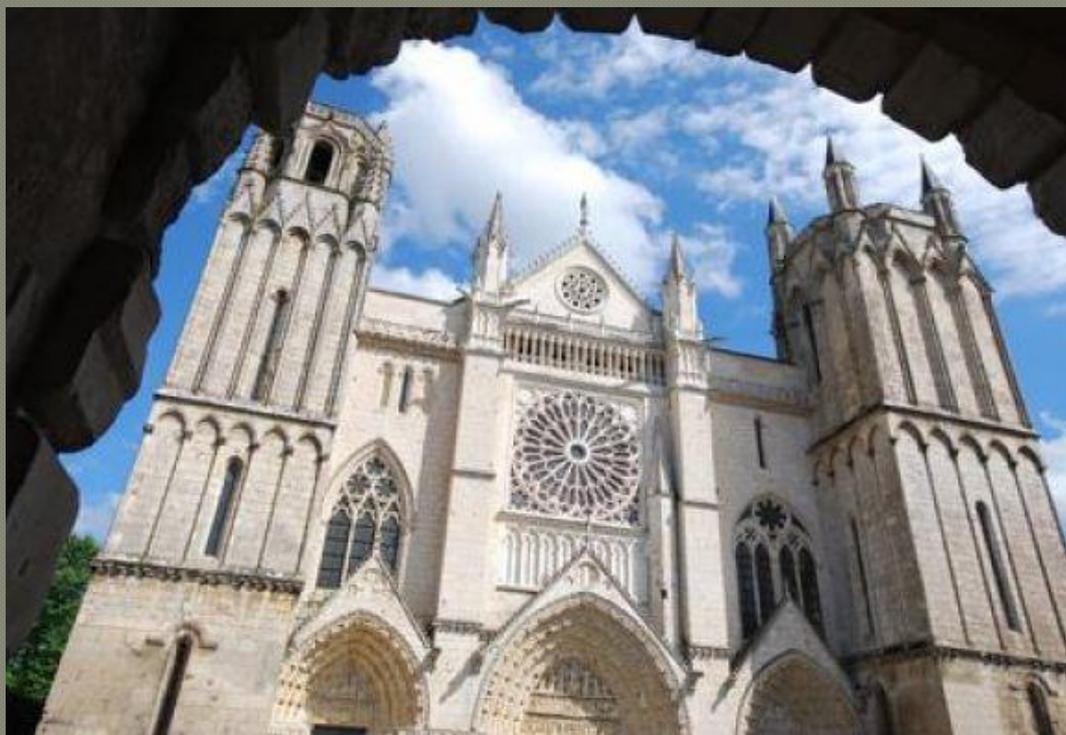


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POITIERS

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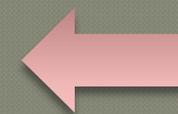
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POITIERS

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The city of Poitiers has had a religious connection since it became the seat of the bishop in the 4th Century. Saint Peter's Cathedral was started on the ruins of a Roman basilica. It was also the scene for Eleanor of Aquitaine's marriage to English King Henry II in 1162. The choir stalls are among the oldest surviving in France, dating back to 1235. The building itself wasn't actually completed until the end of the 12th century.

During the Hundred Years War, Poitiers even became the capital of France until the Plantagenets left Paris in 1436.

The University of Poitiers was founded in 1431. The religious wars which took place all across France after the Reformation also badly affected Poitiers, as there were many Calvinist converts in Poitier.



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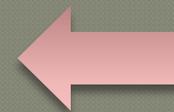


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ST JEAN D'ANGELY

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ST JEAN D'ANGELY

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The Royel Abbey and monastery first came to exist when a chapel was built in St Jean d'Angely to house a relic of Saint John the Baptist in the 9th Century - and was then rebuilt on three occasions after being destroyed in the 14th, 17th and 18th Centuries.

The abbey is now a listed building (protected historic heritage site), and is one of the main stopover points for pilgrims heading to Santiago de Compostela.

It was restored between 1989 and 1997, so it could house the Centre of European Culture. It now hosts seminars, conferences and workshops, giving a new life to the buildings.



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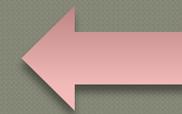


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SAINTES

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Saintes Cathedral was originally built in the 12th Century when the Bishop of Saintes was based there, but the version we see today is considerably more recent. Apart from the transept arm and crossing from Roman times and the cloisters from the 13th Century, a more “modern” version of Saintes Cathedral was started as of 1450, at the end of the Middle Ages, and wasn't completed when the building was severely damaged by Protestants during the religious wars in France and they had to rebuild it once more...



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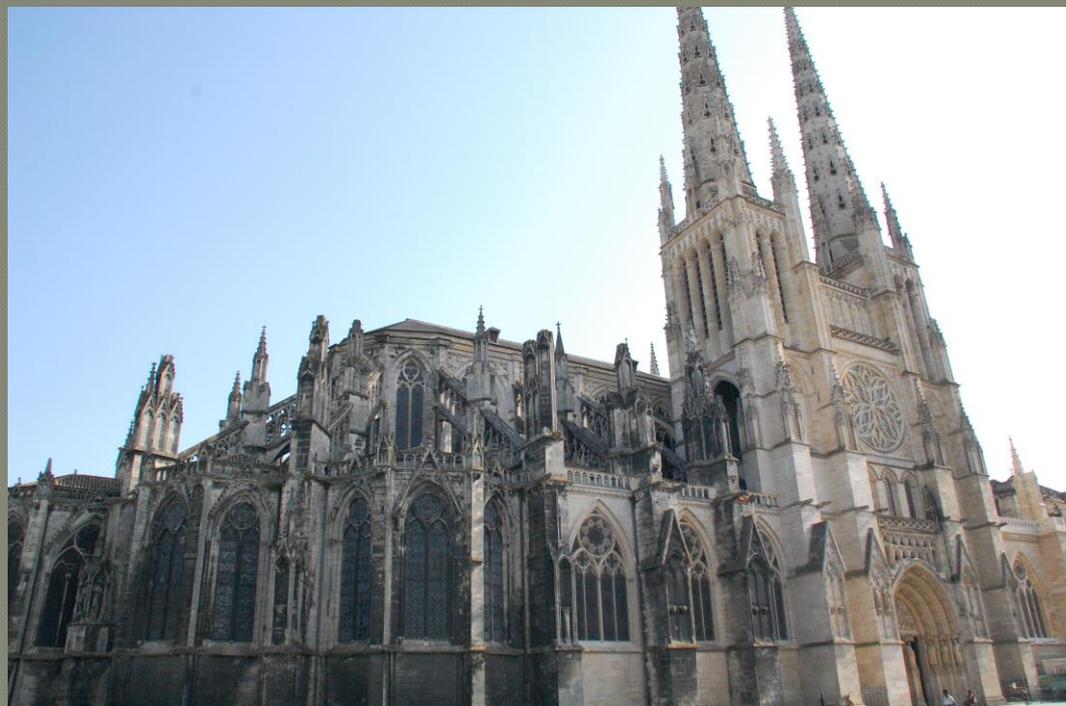


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BORDEAUX

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The Cathedral Saint Andre de Bordeaux was consecrated by Pope Urban II in 1096. Only a wall in the nave is left over of the first building. The Royal Gate was made in the early 13th Century, and the main part of the cathedral was built in the 14th and 15th Centuries. It's a national monument, and Eleanor of Aquitaine, who was only 13 years old at the time married the future Louis VII of France in 1137, and then became Queen herself a few months later.

The Cathedral is a UNESCO monument on the Santiago de Compostela pilgrimage route.



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SAINT JEAN PIED-DE-PORT

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SAINT JEAN PIED-DE-PORT

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Saint Jean Pied-de-Port is a small community sitting in the French Pyrenees, and is the starting point of the Camino Frances, the most popular route for entering Spain and heading towards Santiago de Compostela for pilgrims.

The city gateway is called the Porte St Jacques, and is a UNESCO World Heritage site as it belongs to the famous pilgrimage route.

In 1177, Richard the Lionheart's soldiers destroyed the village of Saint-Jean-le-Vieux near to the current site we know now as Saint Jean Pied-de-Port. The Kings of Navarre then reconstructed the town soon afterwards, and it remained in their control until the Spanish conquest in the early 16th Century.



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PARIS

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PARIS

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Even if Paris is one of the largest cities in Europe nowadays, it was even bigger back in the Middle Ages... It was the largest city in Europe and was a centre for trade from all across the continent.

As well as being the centre for commerce, it was also a religious centre for the country. The Gothic architectural style started life in Paris.

Like other big cities, it has a university. Paris University on the left bank of the Seine was among the first to be set up in Europe. Paris suffered tremendously because of the bubonic plague in the 14th Century before the Burgundians and English took control of the city for 18 years from 1418 – 1436.



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PROVINS

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PROVINS

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Provins developed a reputation as a flourishing fair town during the Middle Ages, especially with the Champagne Fairs. This UNESCO World Heritage Site (since 2001)

The Trade Fairs took place once a year, and provided a commercial centre in France for the sale of textiles, leather, fur and spices. The cloth came in from the BENELUX countries in the north, and was processed by the dyeing and exporting centres in Genoa in Italy to be shipped out from the South of Europe to customers around the Mediterranean.

All trade was governed by a common agreement called “Lex mercatoria” and dominated all dealings between the trading nations in the North and South of Europe.



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TROYES

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TROYES

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Troyes was the capital city of the Champagne region of France from the end of the 9th Century to the time of the French Revolution.. During the Middle Ages, it became a major commercial centre with the famous Champagne Cloth Fairs.

Troyes is also known as lending its name to “Troy Weight.” It’s a unit of mass to measure the weight of precious metals and gemstones. The unit of measure first appeared in 1390

In 1429, Joan of Arc won Troyes back from the Plantagenets.

Most of the Medieval Historic city centre is no longer visible In 1524, the city was destroyed by fire,



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BEAUCAIRE

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BEAUCAIRE

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Beaucaire is famous for its annual fair held since medieval times on the fourth week of July. This ten day fair dates back to 1217 when the town was granted an annual trade fair by the Count of Toulouse. This was in memory of a famous victory against Simon de Montfort's forces in the town. At its height this fair would attract upwards of 300,000 people and was famous throughout the South of France.

In 1453, French King Charles VII declared that Beaucaire would become the site of the Fair of La Madeleine which enabled trade of goods from all the Mediterranean countries to all of France.

The Musee Auguste Jacquet in the town has an impressive display of the history of the Beaucaire Fair.



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MARSEILLE

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MARSEILLE

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In the 10th Century, Marseille became an autonomous port, but was controlled by Raymond Berengar IV of Provence in 1243. There were several battles as rivals tried to take control of this strategic location. Eventually, Charles I of Naples took over Naples, and trade was able to resume and flourish.

However, being a strategic port, it was also the first place to introduce the Bubonic Plague into France in 1348, and the town suffered badly until 1361. Over 15,000 out of a total population of 25,000 died as a result.

The Aragon dynasty sacked the town in 1423, and Marseille had to wait until the Angevins took over and made it the most heavily fortified city outside of Paris to restore prosperity. It then changed status, when Marseille was granted city status. The Guilds then established a privileged status to the merchants of the city, notably the fishermen. In 1481, Marseille was absorbed into France.



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LYON

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LYON

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The independence of Lyon in the early Middle Ages came as a result of its commercially and politically strategic location. It had a tremendous religious significance, as historically, several Popes had been crowned there.

Even after Phillip the Fair managed to capture Lyon and bring it into France, it remained a prosperous commercial centre.

At the end of the Middle Ages, four annual fairs were established, bringing merchants from all over Europe, notably from Italy. It was a major centre in the spice trade and even more importantly, the silk trade.

Immigrants from Florence, then turned Lyon into a major financial and banking centre after Francois I granted weaving privileges to the city, which was previously a monopoly of Italy.



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RODEZ

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RODEZ

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During the Middle Ages, Rodez was the final destination of part of the salt route, and the caravans of mules which transported the salt had to be heavily guarded by the Hospitallers of the Grand Prior of Saint Gilles (Hospitaliers du Grand Prieuré de Saint-Gilles) because of its high value.



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MILLAU

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MILLAU

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The Town became a commercial hub with fairs in the Middle Ages. Trade in fruit, salt and sheets saw Millau become a major trading post. The Knights Templar also saw this as a good way of raising taxes with all the traders and merchants arriving in the town from the north and the south

Other products also traded in Millau included local produce, such as livestock, hides (animal skin) and wool.

The salt route was also important as it enabled merchants who sold meat to preserve it whilst it was being transported.



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MONTPELLIER

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MONTPELLIER

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Montpellier became an important trading port in the late Middle Ages, when Frenchman Jacques Coeur established himself in Montpellier, bringing with him a range of products which had been imported from the Middle East (Levant)

Articles such as wools, silks, mohair and carpets were all important goods for the merchants at the time.

Montpellier's strategic position also enabled it to act as a trade centre, linking the South of France with Barcelona in Spain, notably during the occupation of the Aragon dynasty. Wine was one of the main products which was sold.



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CARNON

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CARNON

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In the 10th Century, Marguio-Carnon had its own currency and the denier Melgorien remained the local money until the 15th Century

Its location by the sea made it an important trading post, and the salt route enabled its economy to flourish in the Middle Ages.



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AIGUES-MORTES

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AIGUES-MORTES

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The port of Aigues Mortes was a busy place in the Middle Ages. In the early part of Medieval history, the town traded in Salt which was produced from the rich salt flats in the area, and lived from the hunting and fishing trades.

The city levied a tax (Gabelle) on salt trade, and only locals were exempt from paying it, and they had unrestricted access to their local resources.

In the 13th century, it's strategic position also meant that it became an important port for those travelling on the crusades.



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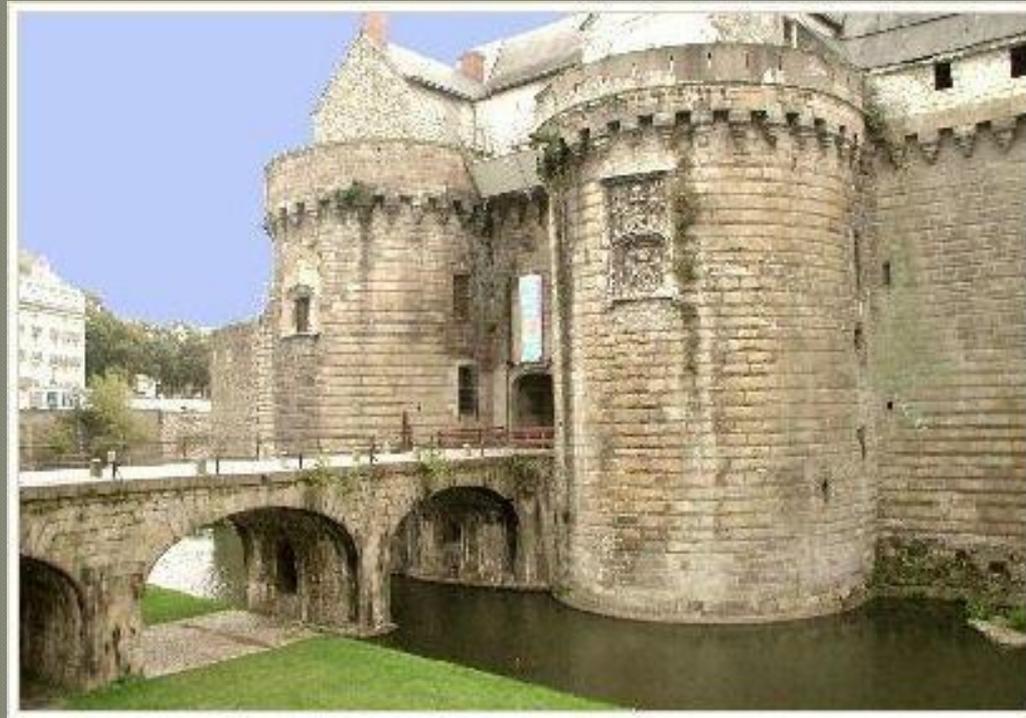


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NANTES

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NANTES

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Nantes location at the mouth of the River Loire and easy access to the Atlantic Ocean, made it an important trading location during the Middle Ages.

Local wine produce, fish and salt were the main products exported, and Nantes was a satellite port which linked the west of France to the Hanseatic League via Bruges as well as Spain, Portugal and Holland.

Nantes was historically the capital of Brittany notably in the 15th Century under Jean V, Francois II and Anne de Bretagne. The Breton King Nominoe had captured Nantes and incorporated the city into his territory in the 9th Century.



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GUÉRANDÉ

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GUÉRANDE

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In the 10th Century the local monks mapped out the salt works in Guerande, and this valuable product became an key economic source of revenue.

For many people, it's regarded as the El Dorado of Brittany. In 1343, the state imposed a Salt Tax (Gabelle). The tax led to lots of contraband salt coming from neighbouring provinces, to avoid the costs of this tax.

The salt was exported by sea to the northern states, and onward to Northern Europe.



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LILLE

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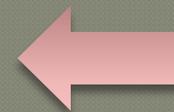
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LILLE

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Lille's commercial life became more important after the Lille Cloth Fair began in the 12th Century.

It became one of the capitals of the Duchy of Burgundy in the 14th Century, Phillip the Good, Duke of the time, turned Lille into the financial and administrative capital of his territory.



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BRUGES

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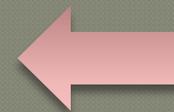
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BRUGES

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Bruges enjoyed a strategic role in the Middle Ages, linking the Hanseatic League in the North of Europe, with the important trade routes to the South of Europe and the Mediterranean Sea.

It was originally a key town in the network of Trade Fairs in France and Flemish Belgium.

After the trade fairs lost importance, it was local merchants who took control of trade with the Hanseatic ports and the town continued to flourish.

Wool and Cloth were major produce bought and sold in Bruges. It was also a key link to Genoa in the Mediterranean for whom Bruges became a merchant colony.



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GENOA

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GENOA

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Genoa has one big claim to fame. Christopher Columbus was born here. One of the biggest celebrities of the Middle Ages. The Bank of St George has existed since 1407 and is one of the oldest institutions in the world, and also a very important one for the development of the city.

Before the Italian Republic we know today, Genoa was a city state in its own right. In 1098, it is believed that the ashes of St John the Baptist were transported to Genoa. And another major artefact, a green glass goblet, which was brought back from the Crusades, was seen by locals as the “Holy Grail.” Not least after the Archbishop of Genoa, Jacobus told the story of the “Holy Grail” – But Genoa was not all about iconic relics...it’s dark history also includes a major contribution to the slave trade. The link to the Crusades is still visible. They adopted the St George Cross as their city flag.



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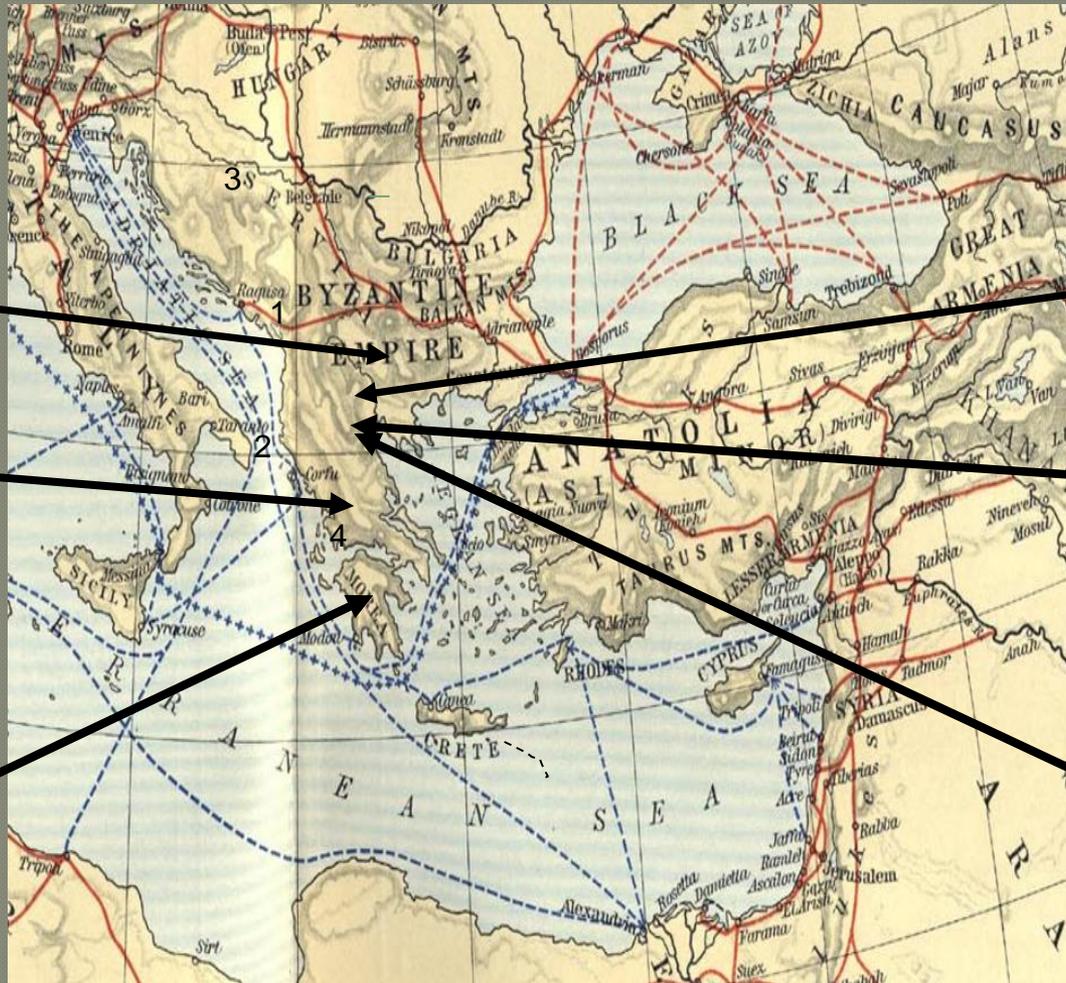


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GREECE

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Via Egnatia

Trade route from
Trikala to
Ioannina

Main Greek
cities of the
Byzantine
times

Religious route
to Meteora

Despotate of
the Morea

Agricultural
route to mount
Pindos



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MAIN GREEK CITIES OF THE BYZANTINE TIMES

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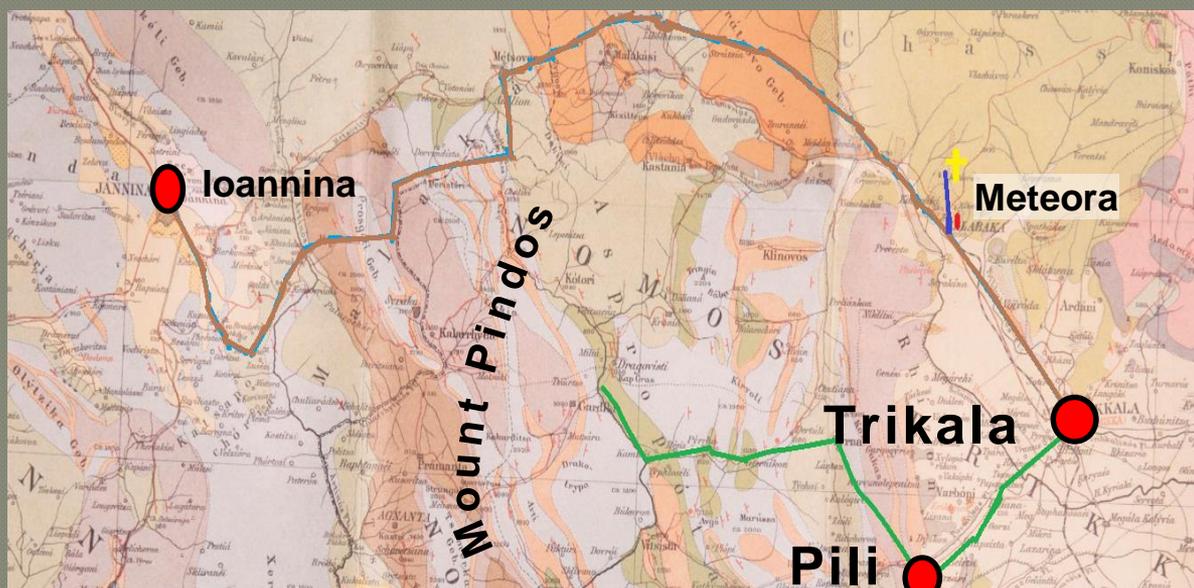


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LOCAL MAP WITH DIFFERENT ROUTES

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Local Map:

- **Trade** route from Trikala to Ioannina
- **Religion** route to Meteora
- **Agricultural** route to Mount Pindos

Map designed by **Alfred Philippson**, German geologist, in 1893. The route remains the same since that time



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VIA EGNATIA

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“DESPOTATE OF THE MOREA”

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TRIKALA

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- Our home town, is mentioned in a well known story, named “**Alexias**” in which princess Anna Komnena , describes her father’s life, who was the emperor Alexios Komnenos.
- The history of the city, follows the story of Greece: Occupied by Philip II of Macedon, Julius Caesar, was badly damaged by the Slavs, Saracens and Bulgarians. After the conquest of Constantinople by the Crusaders became a province of Epirus .
- In 1393 the Ottomans occupied the town and in 1786 the administration of Trikala belonged to Ali Pasha of Epirus.
- The region is also of particular interest because of Byzantine monuments.



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TRIKALA



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PILI

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- In Byzantine times, after the first fall of Constantinople to the Fourth Crusade in 1204 AD, various independent states emerged, among which the Despotate of Epirus and the **principality of Thessaly**.
- In 1283, the ruler of Thessaly, John I. Doukas, founded the monastery of Porta Panagia in the area.
- The location was of strategic importance so at 1514 st Vissarion built the famous bridge that joined Thessaly plain with the area mount Pindos



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PILI

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MOUNT PINDOS

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- **Mount Pindos** is the largest mountain range in Greece, dominates almost throughout western Greece.
- Shepherds used to carry the flocks up on the mountains during summer in order to find grass for food.
- This transportation took a few days as they travelled on foot, so they had to stay in the countryside to rest for the night.



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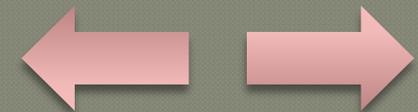
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MOUNT PINDOS

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- The transport of goods was usually made with mules and experienced drivers, familiar with the roads and passages across the Balkan peninsula.



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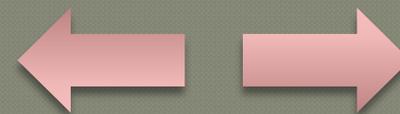
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MOUNT PINDOS

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- Besides the stone bridges the inhabitants of the mountains in order to facilitate their movements manufactured smaller wooden bridges.

Wooden bridge
Aspropotamos Pindos.



VIDEO

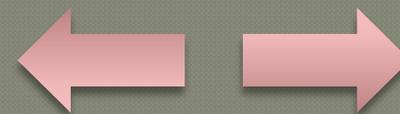
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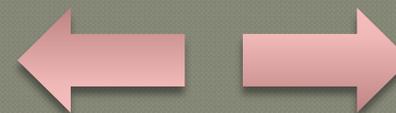
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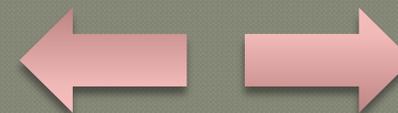
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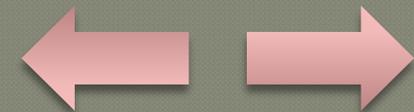
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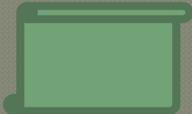


MOUNT PINDOS

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Salvaged parts of paths
mountain trade routes
crossing Pindos.



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MOUNT PINDOS. INNS

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- The inns were made on some specific points of a road, to meet the required needs of the moving people and their animals,
- Offering a temporary rest, feed, accommodation and especially safety.
- Typically the inns were placed in various selected areas, away from residential areas, commercial arteries and especially near bridges or river crossings, narrow mountain passes, passes into individual sources and in strategic points.



VIDEO

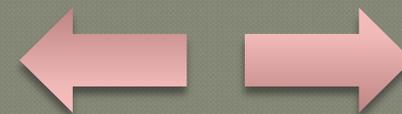
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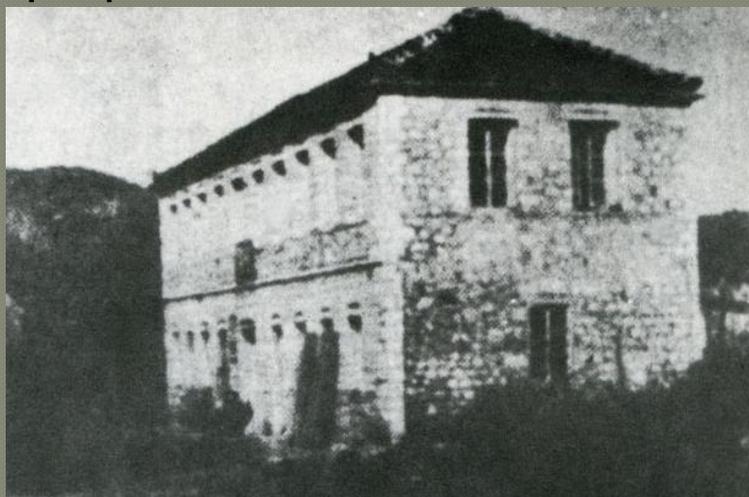
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MOUNT PINDOS. INNS

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- The inn structure was mainly a rectangular two-storey building with a fenced yard.
- Inside the ground floor of the building, there were places for animals, food preparation room, food and accommodation.



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MOUNT PINDOS. INNS

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METEORA

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- As early as the 11th century, monks occupied the caverns of **Meteora**.
- However, monasteries were not built until the 14th century, when the monks sought somewhere to hide in the face of an increasing number of Ottoman attacks on Greece.
- At this time, access to the top was via removable ladders or windlass.
- Nowadays, getting up is a lot simpler due to steps being carved into the rock during the 1920s.



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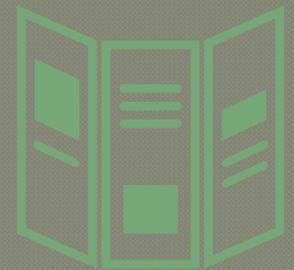
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METEORA

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IOANNINA

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- **Ioannina** , in western Greece, founded by the Byzantine Emperor **Justinian** in the 6th century AD, an important city in The **Despotate of Epirus** which was one of the successor states of the Byzantine Empire established in the aftermath of the Fourth Crusade in 1204.
- It claimed to be the legitimate successor of the Byzantine Empire. The term "Despotate of Epirus" is, like "Byzantine Empire" itself, a modern historiographic convention and not a name in use at the time.
- Today is a big city with University trade and touristic interest. One of the most notable attractions of Ioannina is the Lake Pamvotis.



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IOANNINA

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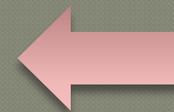
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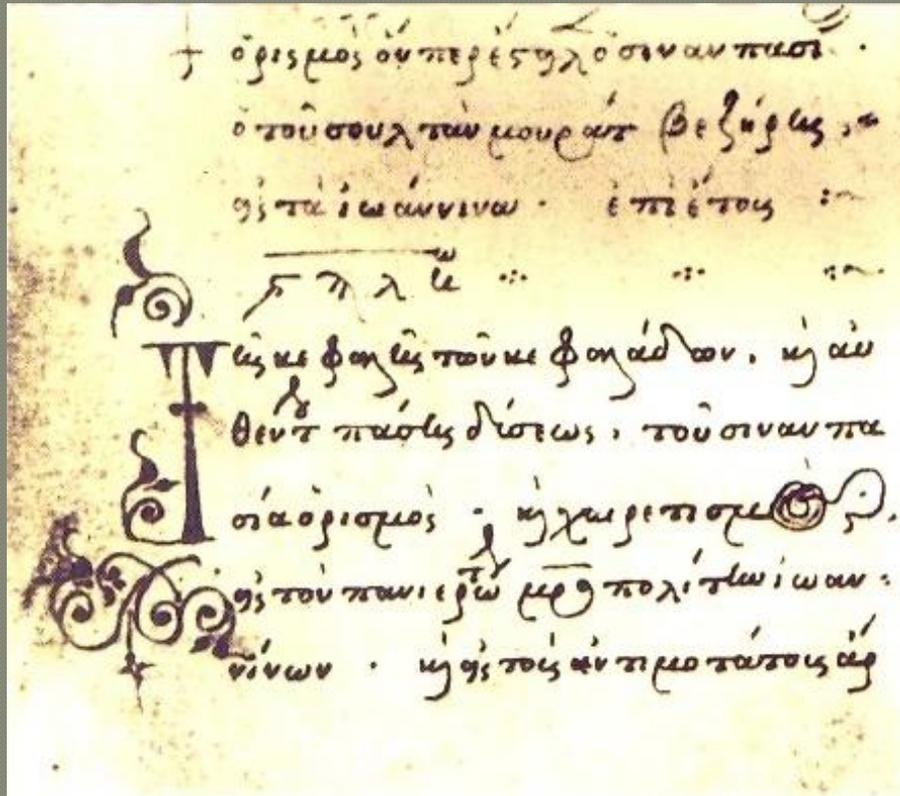


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ΙΟΑΝΝΙΝΑ

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The "Rule of Sinan Pasa" (9 Oct. 1430), written in Greek, which granted to the citizens of Ioannina a series of privileges.



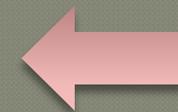
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IOANNINA

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Castle of
Ioannina



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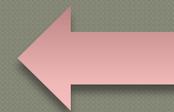
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VIA EGNATIA

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- **Via Egnatia** was constructed by the Roman proconsul of Macedonia Gnaeus Egnatius in the 2nd century BC. This is where its name comes from.
- It was constructed in order to link a chain of Roman colonies stretching from the Adriatic Sea to the Bosporus.
- The route, gave the colonies of the southern Balkans a direct connection to Rome.
- It was also a **vital link** to Roman territories further to the east.
- It was also, Rome's main link with her empire in the eastern Mediterranean.
- It was repaired and expanded several times but experienced lengthy periods of neglect due to Rome's civil wars.



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VIA EGNATIA

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Remains of Via
Egnatia



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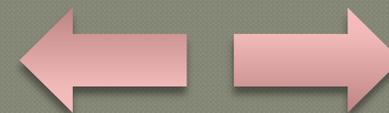
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DYRRHACHIUM or DURRËS

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- The city was founded as *Epidamnos* in the ancient region of Illyria in 627 BC by ancient Greek colonists.
- **In the Middle Ages** the city and the surrounding coast became a Byzantine province,
- the **Theme of Dyrrhachium**, in the first decade of the 9th century.
- The city remained in Byzantine hands until the late 10th century, when Samuel of Bulgaria gained control of the city.



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DYRRHACHIUM or DURRËS

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- In the 11th –12th centuries, the city was important as a military stronghold and a metropolitan bishopric.
- It was occupied by the Despot of Epirus **Michael II Komnenos Doukas** until 1259.
- During the 1350s the Popes, increased their diplomatic and political activity in the area, by using the Latin bishops. The city had been a religious center of Catholicism.



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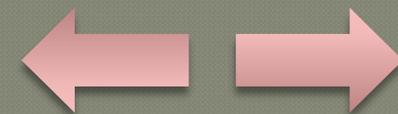
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CONSTANTINOPOLE

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- It was the capital city of the Byzantine Empire (330–1204 and 1261–1453), and also of the brief Latin (1204–1261), and later the Ottoman (1453–1923) empires.
- It was reinaugurated in 324 AD from ancient Byzantium as the new capital of the Roman Empire by Emperor Constantine the Great, after whom it was named, and dedicated on May 330 AD.
- From the mid-5th century to the early 13th century, it was the largest and wealthiest city in Europe and was instrumental in the advancement of Christianity during Roman and Byzantine times as the home of the Ecumenical Patriarch of Constantinople and as the guardian of Christendom's holiest relics such as the True Cross.



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CONSTANTINOPL

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- After the final loss of its provinces in the early 15th century, the Byzantine Empire was reduced to just Constantinople and its environs, along with Morea in Greece, and the city eventually fell to the Ottomans in 1453.



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- The city was also famed for its architectural masterpieces, such as the Greek Orthodox cathedral of Hagia Sophia, which served as the seat of the Ecumenical Patriarchate.



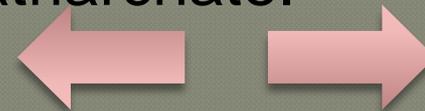
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CONSTANTINOPOLE

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- The sacred **Imperial Palace** where the Emperors lived.

One of the piers from the Great Palace, now in the courtyard of the Istanbul Archaeological Museums.



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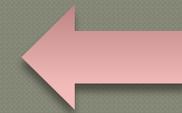
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CONSTANTINOPLE

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The Galata Tower



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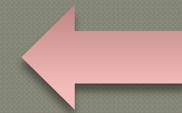
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CONSTANTINOPOLE

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The Hippodrome

And opulent aristocratic
palaces lining the
arcaded avenues and
squares



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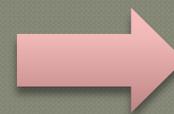
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CONSTANTINOPOLE

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The University of Constantinople was founded in the fifth Century and contained numerous artistic and literary treasures. Before it was sacked in 1204 and 1453, including its vast Imperial Library which contained the remnants of the Library of Alexandria and had over 100000 volumes of ancient texts



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THESSALONIKI

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- From the first years of the Byzantine Empire, Thessaloniki was the second city in the Empire after Constantinople, both in terms of wealth and size, with a population of 150,000 in the mid-12th century.
- The city held this status until it was transferred to Venice in 1423.
- In the 14th century, the city's population exceeded 100,000 to 150,000, making it larger than London at the time.



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ATHENS

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- One of the oldest named cities in the world, having been continuously inhabited for at least 5000 years.
- During the early Middle Ages, the city experienced a decline, then recovered under the later Byzantine Empire and was relatively prosperous during the period of the Crusades (12th and 13th centuries), benefiting from Italian trade.
- Following a period of sharp decline under the rule of the Ottoman Empire, Athens re-emerged in the 19th century.



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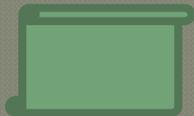
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- Athens is occupied by Franks in 1205 (after the fall of Istanbul 1204) and Parthenon is converted in local metropolis.
- Many churches are built during that period



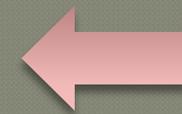
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ATHENS

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Athens in 1840 painted by August Ferdinand Stademann



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MYSTRAS

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- In late 1248, William II of Villehardouin, ruler of the Frankish Principality of Achaea, captured Monemvasia, the last remaining Byzantine outpost on the Morea. After this success he soon built the fortress that came to be known as Mystras.
- In September 1259, the Byzantines put an end to the Latin Empire and restored the Byzantine Empire.
- From 1348 until its surrender to the Ottomans on May 1460, Mystras was the residence of a Despot who ruled over the Byzantine Morea, known as the "Despotate of the Morea". This was the city's golden age: the place witnessed a remarkable cultural renaissance, and attracted artists and architects of the highest quality".



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MYSTRAS

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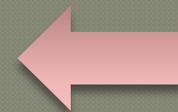


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ANDRAVIDA

- After the Frankish conquest, Andravida became the residence of the princes of the newly established **Principality of Achaea**.
- The town also became the seat of a Roman Catholic bishopric, since 1212.
- Only a few traces survive of the Frankish town, and most sources about its buildings come from literary sources: the Church of Saint Stephen, Church of Saint James serving as the burial place for the princely House of Villehardouin; the Church of Saint Sophia, serviced by the Dominicans and the largest of them all,
- Like the rest of the Principality's remnants, Andravida was conquered by the Despotate of the Morea in the late 1420s. In 1460 it was conquered by the Ottoman Empire and remained under Ottoman rule, with the exception of a brief Venetian period in 1686–1715, until Greek independence.



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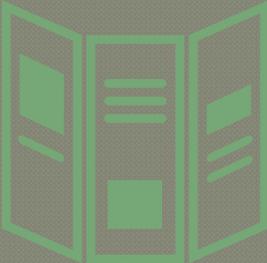
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Le Vie
Medievali

I Tratturi



La via Sacra



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ITALY

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Le Vie Medievali



MEDIEVAL
ROUTES
IN PUGLIA



CASTEL DEL
MONTE



FALCONRY



Video
CASTEL DEL
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MEDIEVAL ROUTES IN PUGLIA



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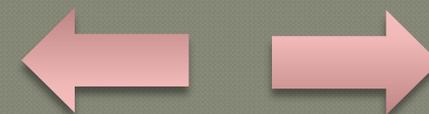


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VIA FRANCIGENA



- The final part of Via Francigena which joined various European Countries was the Southern Via Francigena, which crossed part of Puglia and included the ancient Via Appia and the Via Traiana.



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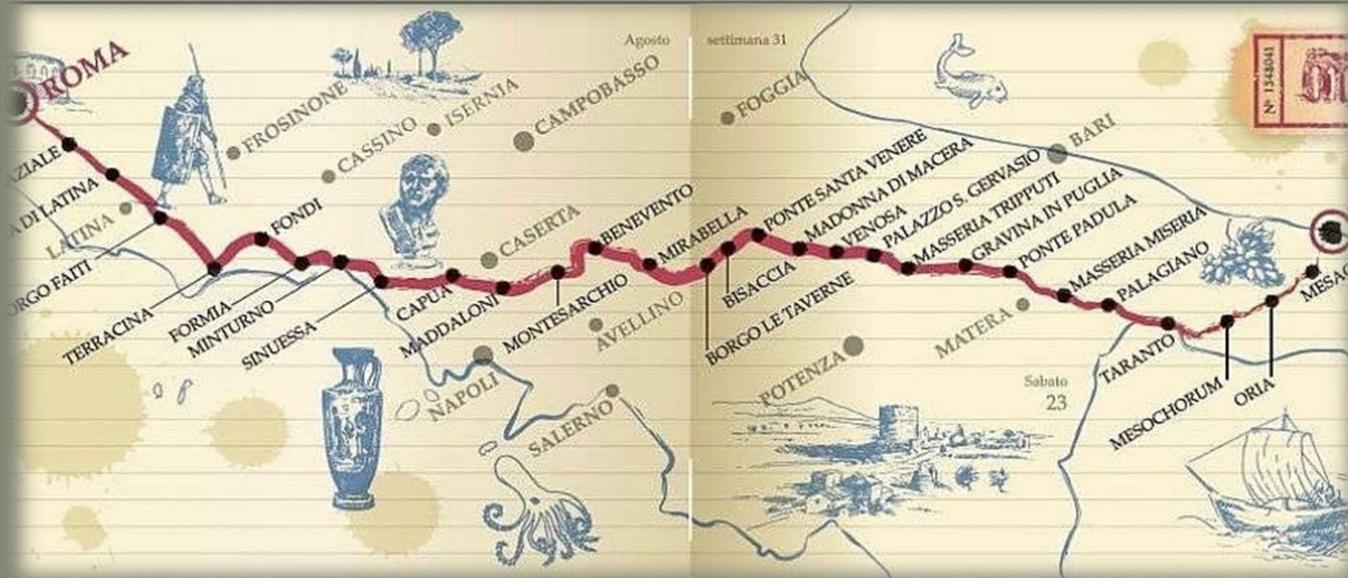
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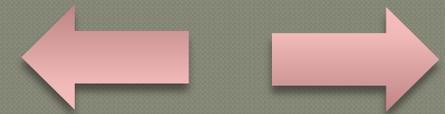


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VIA APPIA



- The ancient Via Appia built in 312 BC by the Censor Appio Claudio, connected Rome to Brindisi and the Mediterranean area with the East.



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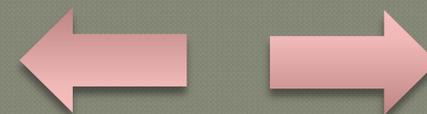


VIA APPIA

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- Used both for trade and military purposes, it was considered the main street of all communications with Rome (Queen viarum) and used in the Middle Ages.



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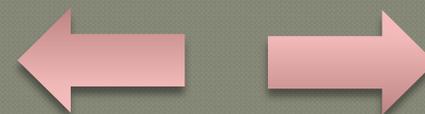


VIA TRAIANA

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- Via Traiana, built in the second century A.D. by Emperor Trajan, was an alternative road to Via Appia which linked Benevento to Brindisi, crossing also Bitonto and the Adriatic coast.



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VIA TRAIANA



“VIA TRAIANA”
PASSES THROUGH
BITONTO



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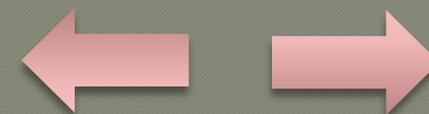


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VIA TRAIANA



- During the Lombard times Via Traiana, part of Via Francigena, was used by pilgrims going to San Michele Arcangelo (Monte Sant'Angelo sul Gargano).



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VIA TRAIANA

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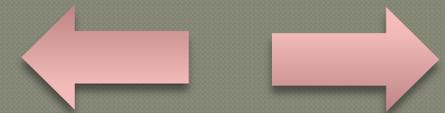


VIA TRAIANA

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- The Templars and Hospitaliers built hotels and hospices for travellers along its path and ensured the safety of the journey.



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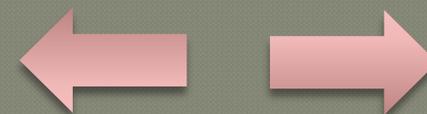


VIA TRAIANA

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- Along this road there were numerous post stations used to take care of carriages, change horses and for travellers.



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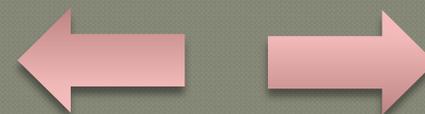


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MEDIEVAL ROUTES



- During the Crusades those roads were used by armies and pilgrims traveling to the Holy Land and throughout the Middle Ages they were part of the great pilgrimage routes system.



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MEDIEVAL ROUTES

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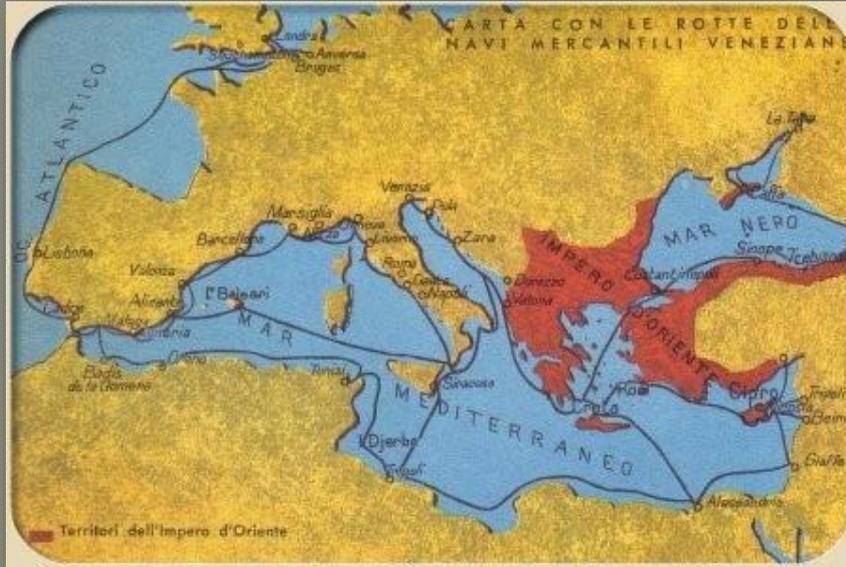


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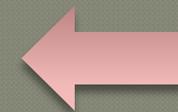


MEDIEVAL ROUTES

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- The olive oil produced in Bitonto, appreciated since the Middle Ages for its quality, was sent by ships throughout Europe, especially by Venetian merchants.



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CASTEL DEL MONTE

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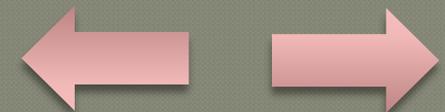


FREDERICK II

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- Frederick II was born in 1194. He belonged to a noble Swabian family. Orphan at an early age he became, still very young, king of Sicily, Emperor of the Holy Roman Empire and King of Jerusalem.



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FREDERICK II

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- The emperor loved a lot Puglia as it is witnessed by the name he was given “puer Apuliae” which means The Child of Puglia.
- He was also known with the nickname of “stupor mundi”, the wonder of the world, because of his extraordinary personality.



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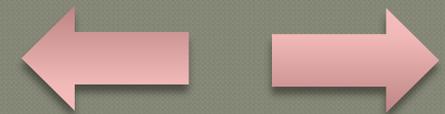


FREDERICK II

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- Frederick built a lot of castles in Puglia such as Castel Del Monte, nice and mysterious like no other places, similar to a crown set on the top of a hill next to Andria : the celeb Castle is a symbol of the Swabian power.



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CASTEL DEL MONTE

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- The Castle was built around 1240 by local skilled workers probably on the ruins of a previous Lombard and Norman fortress.



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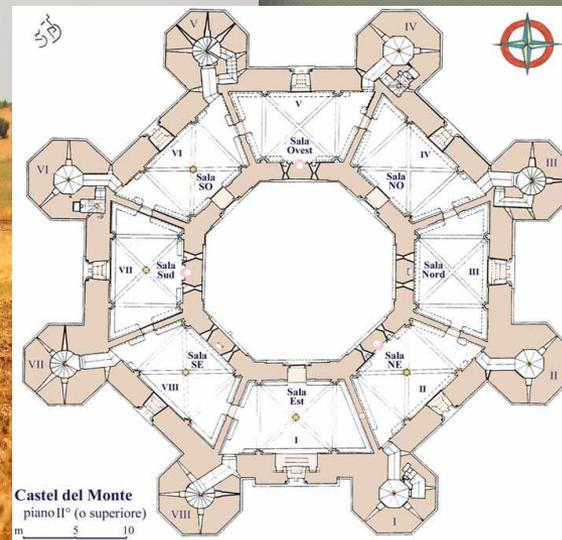
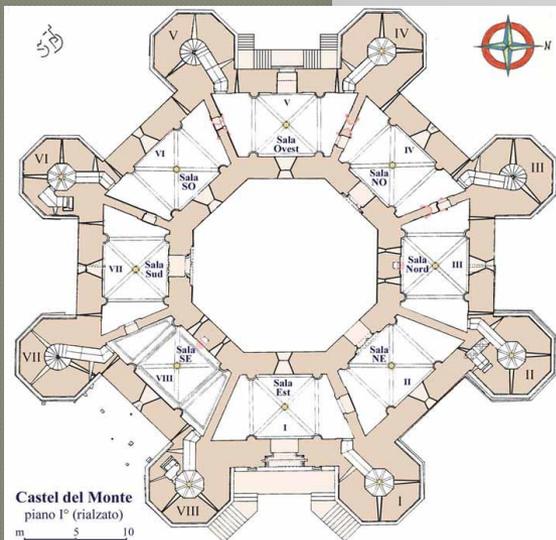
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CASTEL DEL MONTE



- The plan of the castle is octagonal, with eight rooms on the ground floor and eight rooms on the first floor, to form an octagon.



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- Eight are the imposing towers of the octagonal plan.



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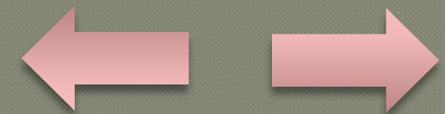


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- Every room has a keystone form and they overlook an octagonal courtyard.



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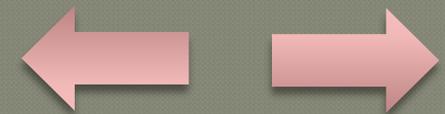


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- The number eight has got a holy meaning and it represents the “mediation” between the square and the circle, between the earth and the sky.



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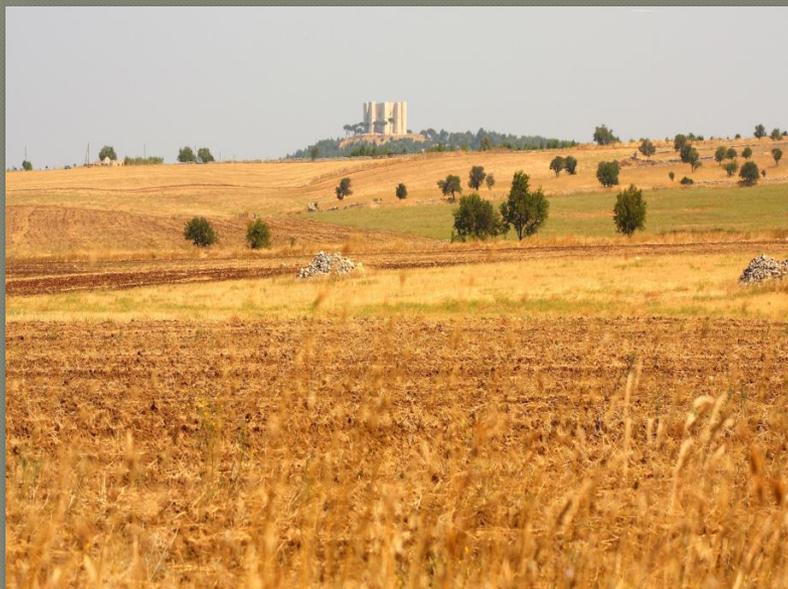


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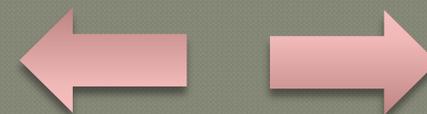


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- The castle was not designed to be a fortress: in fact, according to the experts, it is free of the typically military elements and of moats and is not placed in a strategic position.



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- The Swabian emperor attributed to Castel del Monte a symbolic representation of his power and his personality: Frederick was fond of maths, poetry, philosophy, astronomy and falconry.



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- The whole building is full of astronomic symbols: its position is studied so that in the days of the solstices and equinoxes the shadows originated by the sun follow a particular direction.



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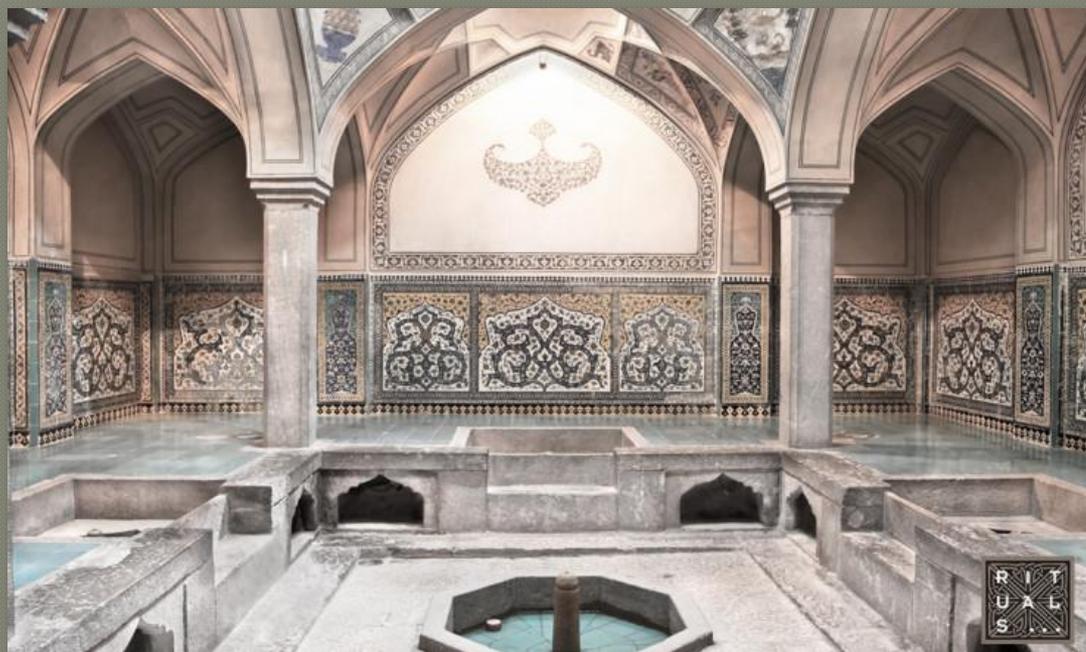
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CASTEL DEL MONTE



- A further hypothesis sees Castel del Monte like a temple dedicated to the cure of the body in line with the model of the Arabic hammam.



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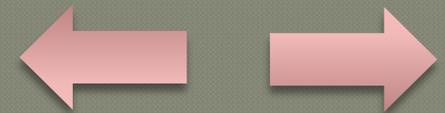


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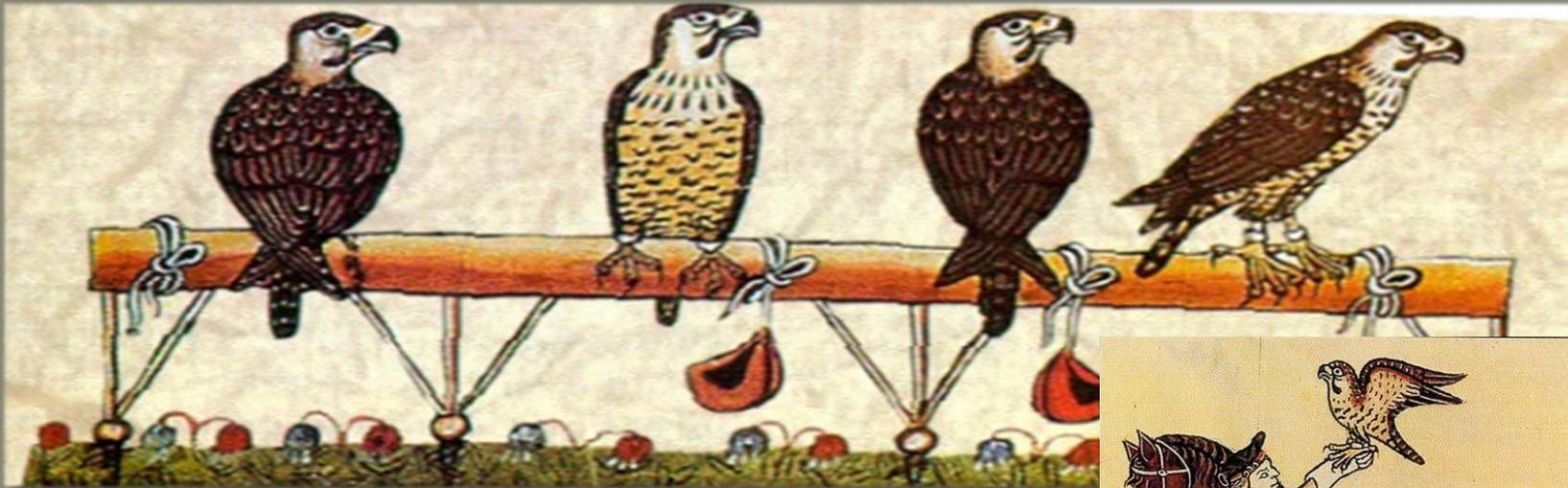
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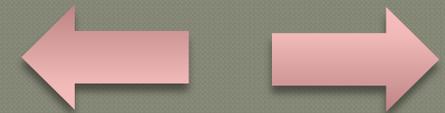


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FREDERICK II AND THE ART OF FALCONRY



Since his arrival in Apulia Frederick II was fascinated by hunting with falcon. Over time it became a symbolic manifestation of his power but also a real passion that he cultivated throughout his life.



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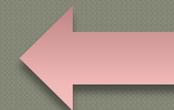
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FREDERICK II AND THE ART OF FALCONRY



As a scientist and a naturalist, Frederick II deepened his research on birds and the art of hunting with birds of prey by summoning skilled southern falconers and Arabs at the court.



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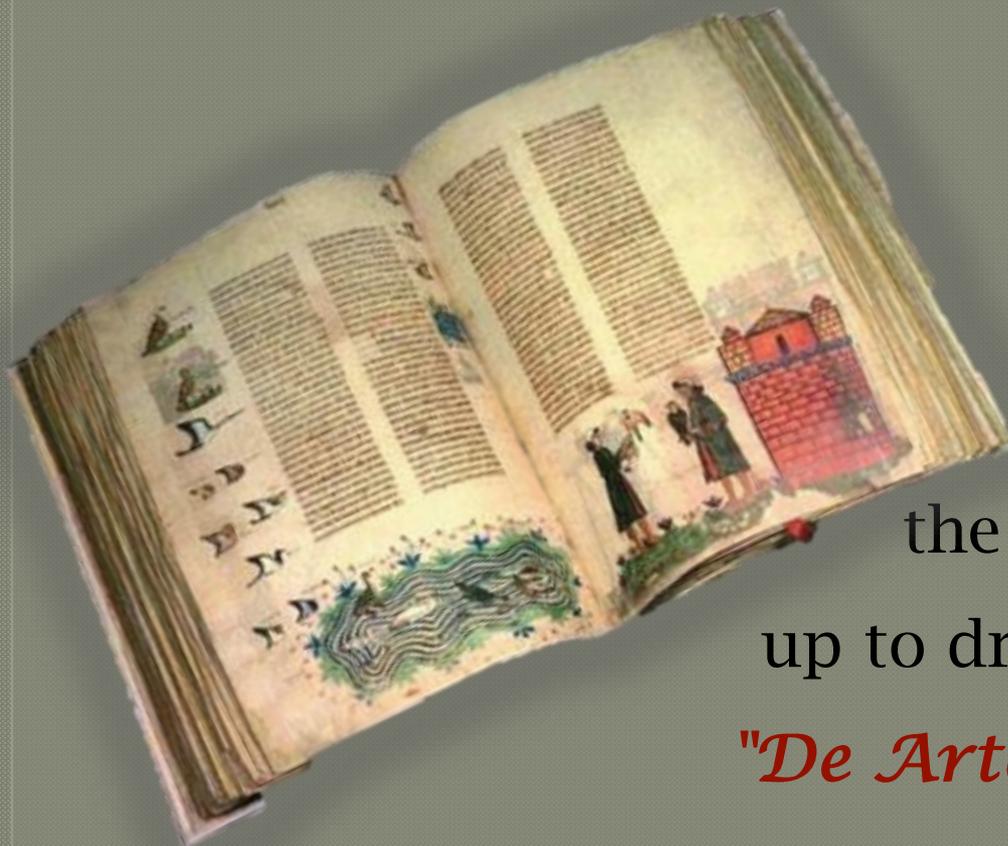


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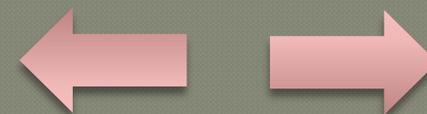


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Not satisfied by the information given him by his experts, he began to study the behavior of birds directly, up to draw up the famous treatise "*De Arte Venandi cum Avibus*".



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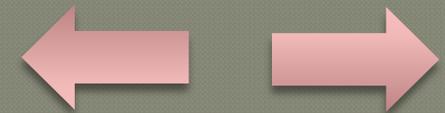
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The favourite places of Frederick where he could observe the wildlife and birds in particular, were the large green areas near Foggia, Margherita Di Savoia, Trinitapoli and Melfi.



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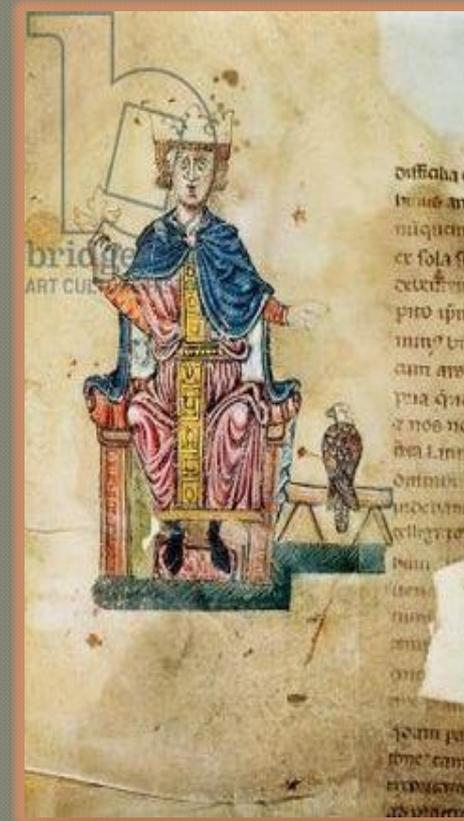


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FREDERICK II AND THE ART OF FALCONRY

DE ARTE VENANDI CUM AVIBUS

It is a treatise on falconry based on the techniques of breeding and training birds. It is divided into 6 books.



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In the first book several species of birds are labeled and classified.



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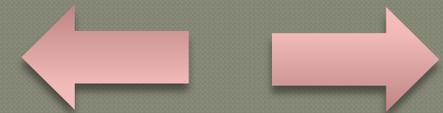
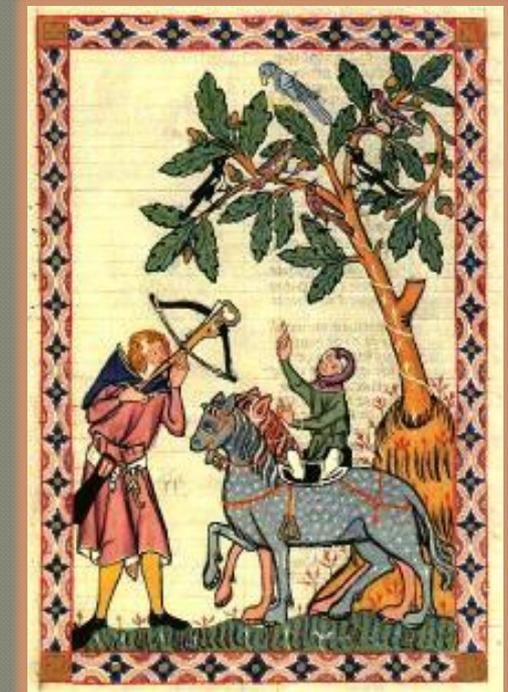
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In the second book there is the description of the falconry equipment, the mode of catching the Falcons and their nutrition.



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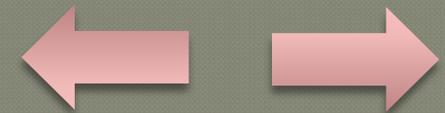
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In the third book various stages of training falcons and hunting dogs are described.



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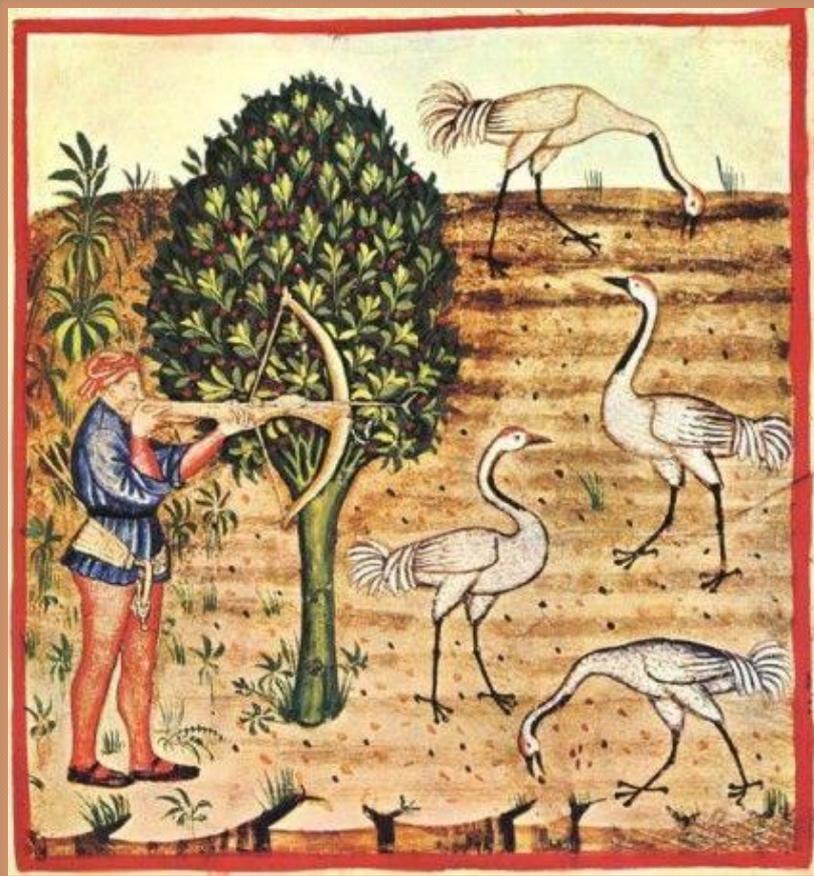
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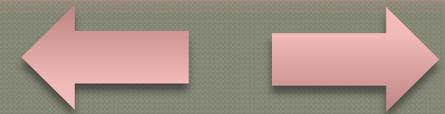


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In the fourth book
different modes
of hunting cranes are
minutely described.



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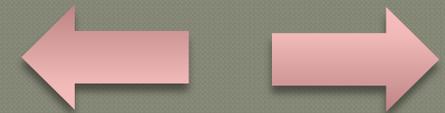


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The fifth book deals with the training of the Saker Falcon to hunt for the heron.



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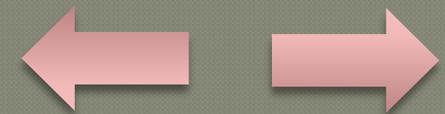
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The sixth book focuses on the hunting with the peregrine falcon to waterfowl.



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The original treaty was lost in the defeat of Parma of 1248 and what still survives nowadays is a copy drawn up by his son King Manfred after 1258.



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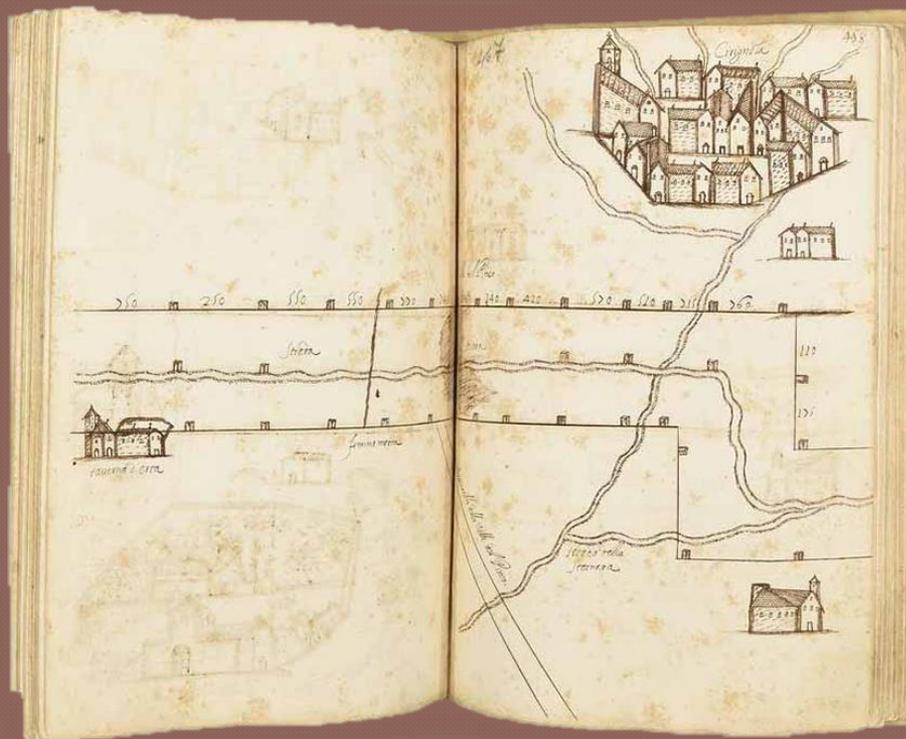


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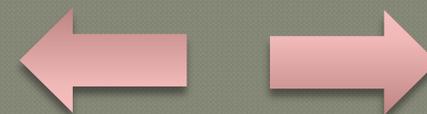


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TRANSHUMANCE
IS THE SEASONAL
MIGRATION OF HERDS
THAT, SINCE ANCIENT
TIMES, TOOK PLACE
FROM CENTRAL ITALY
TO APULIA DURING
THE COLD SEASON
AND VICE VERSA.
THESE SHIFTS
OCCURRED ALONG
THE TRACKS,
"WAYS OF GRASS".



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PROBABLY THE TRACKS WERE BORN IN PREHISTORIC TIMES, BUT THE FIRST HISTORICAL EVIDENCE IN OUR REGION DATES BACK TO THE SIXTH CENTURY B.C.



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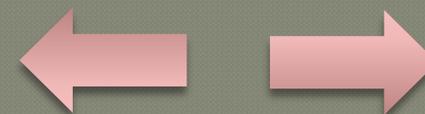
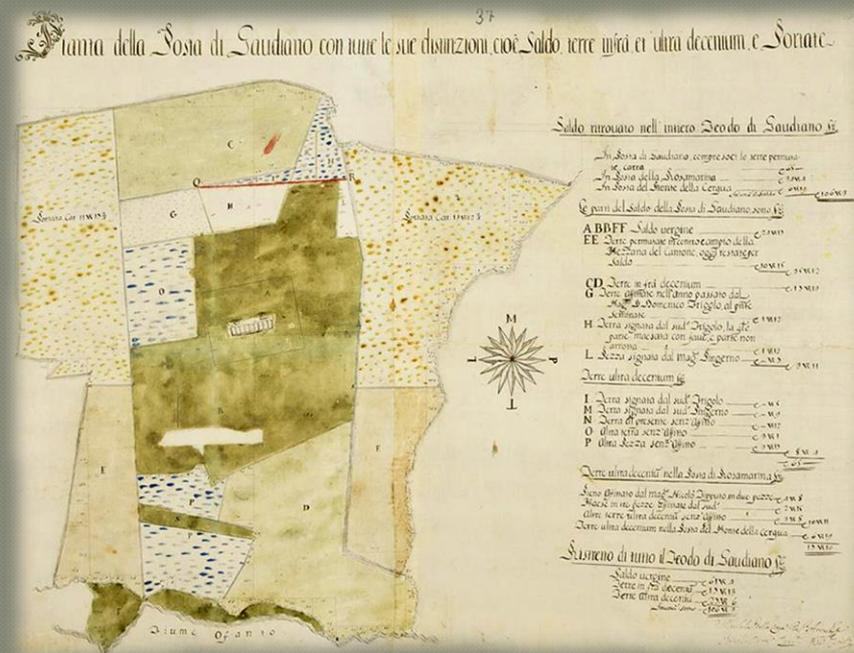
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IN 1155 THE NORMAN KING WILLIAM I STATED THE CONSTITUTIONAL RULES CONCERNING THE USE OF PASTURES AND THE RENTS. HE DECLARED THE AREA OF THE "TAVOLIERE DELLE PUGLIE" HIS PROPERTY AND LARGE AREAS OF THE REGIONS OF ABRUZZO, APULIA AND BASILICATA WERE USED AS GRAZING LAND.



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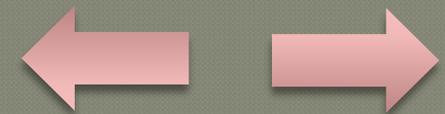


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THE SHEPHERDS USED
TO LIVE OUTDOORS AND
SPENT MANY MONTHS
WITH THEIR FLOCK IN
ORDER TO MEET THE
WATER NEEDS OF THE
CATTLE AND THE
SPECIFIC
CHARACTERISTICS OF
THE PASTURE.



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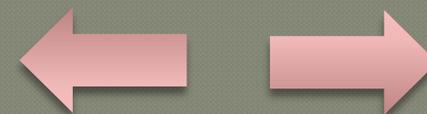
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ALONG THE ANCIENT
GREENWAYS, THE
TRANSHUMANCE
SHEPHERDS BROUGHT
WITH THEM THE TOOLS
THEY NEEDED WHICH
WERE CARRIED BY MULES
AND DONKEYS.



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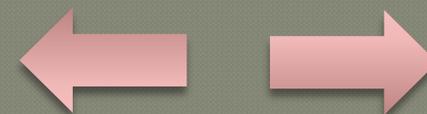


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THEY USED
INSTRUMENTS OFTEN
BUILT BY HAND, SUCH AS
BOWLS, STOOLS MADE
WITH FERRULE, WOODEN
BUCKETS, COLLARS TO
KEEP THE WOLVES AWAY,
SADDLE BAGS AND
CLOAKS.



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THEY ATE HERBS AND FRUITS THAT WERE FOUND ALONG THE WAY. IF A SHEEP OR A LAMB DIED, THEY ATE THE MEAT AFTER COOKING IT WITH WILD HERBS. THE LIFE OF SHEPHERDS WAS VERY HARD: THEY WERE ALWAYS IN DANGER FOR THE ATTACKS OF WOLVES OR FOR SNAKE BITES.



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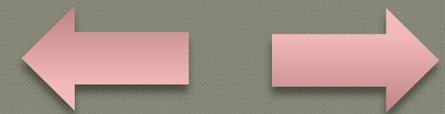
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CHIESETTA RURALE DELL'ANNUNZIATA, BITONTO

OVER THE CENTURIES MANY CHURCHES HAVE BEEN BUILT ALONG THE TRACKS, CHARACTERIZED BY A STRONG LINK WITH THE PASTORAL WORLD: THE SHEPHERDS OFTEN FOUND IN THE RELIGIOUS SUPPORT THE STRENGTH TO FACE THE DIFFICULTIES ALONG THE WAY.



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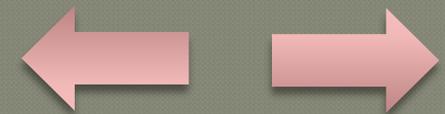
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THE TRACKS WERE SCATTERED
WITH A NUMBER OF
FACILITIES USEFUL TO BRING
COMFORT TO SHEPHERDS,
RELIGIOUS PEOPLE, PILGRIMS
AND WAYFARERS SUCH AS
TAVERNS (REGARDED AS THE
TRANSHUMANCE MOTEL),
FOUNTAINS AND REST PLACES.



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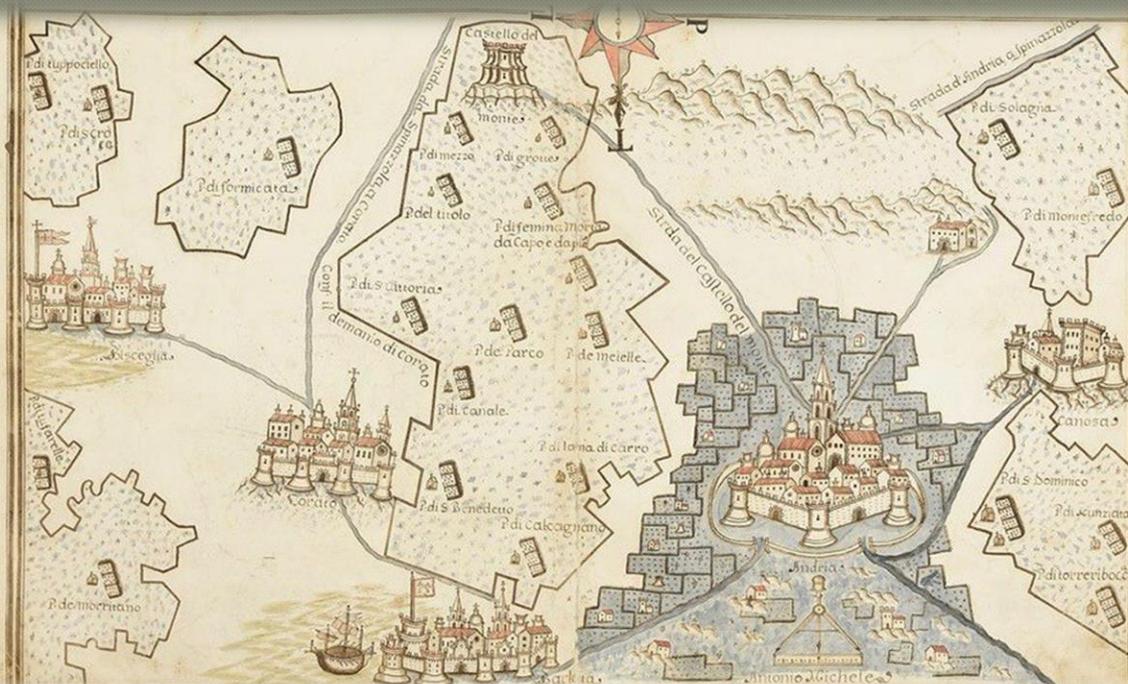
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THE SHEEP TRACK IN PUGLIA



FROM THE SECOND HALF OF THE 15TH CENTURY, ALFONSE OF ARAGON ESTABLISHED THE ROYAL CUSTOMS FOR SHEEP", IN THE AREA OF "CAPITANATA" (FOGGIA) TO COLLECT MONEY FROM SHEPHERDS.



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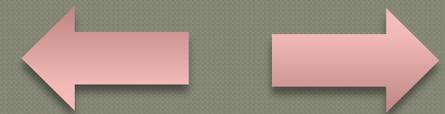
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THE OPENING AND CLOSING OF THE
TRANSHUMANCE PERIOD COINCIDED
WITH TWO IMPORTANT
PILGRIMAGES TO THE CAVE OF SAN
MICHELE ARCANGELO IN MONTE
SANTANGELO (29 SEPTEMBER AND 8
MAY).

THE SHEPHERDS WERE HAPPY TO
PARTICIPATE TO THESE TWO
PILGRIMAGES AS ST. MICHAEL WAS
CONSIDERED BY THE SHEPHERDS
THE PATRON OF THE ANIMALS.



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THE SHEEP-TRACKS WERE WELL REGULATED: THE “TRATTURI REGII”, FOR EXAMPLE WERE 111 METERS WIDE AND OVER 200 KM LONG BECAUSE THEY CONNECTED THE APULIAN PLAINS WITH PASTURE OF ABRUZZO THROUGH CAMPANIA AND MOLISE.



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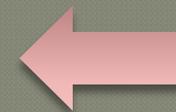


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IN THE AREA OF BITONTO,
THERE IS STILL A CATTLE
TRACK IN "MATINE DI
BITONTO", WHERE THERE
ARE THE REMAINS OF
FARMS AND TAVERNS,
RURAL ARCHITECTURAL
STRUCTURES ASSOCIATED
WITH TRANSHUMANCE.



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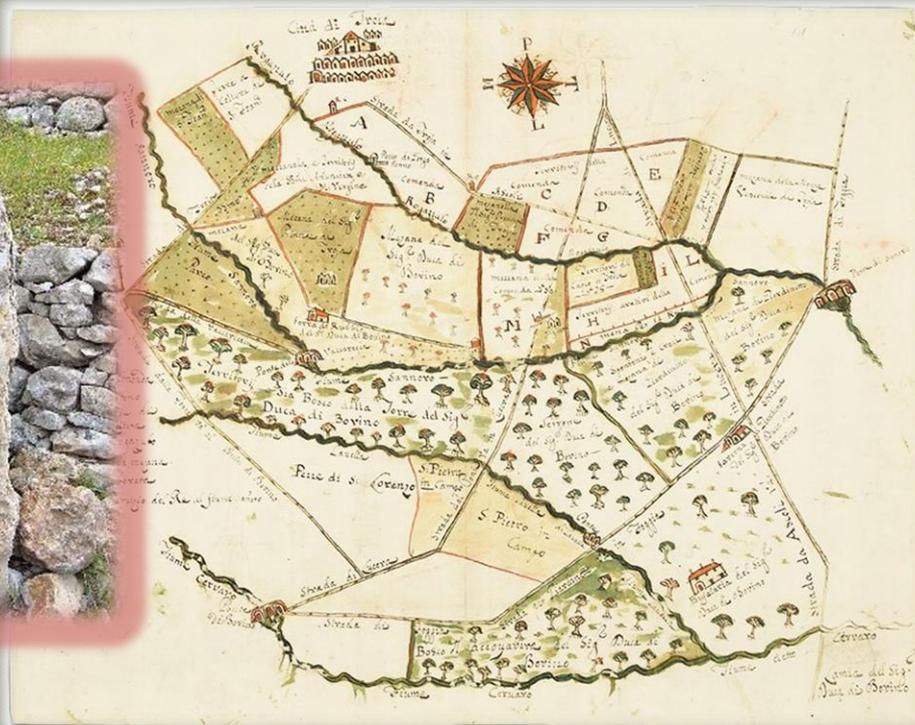


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ALONG THE WAY, YOU
CAN ALSO FIND SOME
OLD MARBLE STONES
GIVING INDICATIONS
ABOUT THE TRACK.



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THE “MASSERIE”

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THE *MASSERIE* ARE OLD APULIAN FARMHOUSES WHERE BOTH FARMING AND SHEEP AND CATTLE REARING WERE PRACTISED. THOSE SITUATED ALONG THE MEDIEVAL TRACKS WERE BUILT ON THE SITES OF ANCIENT POST HOUSES AND THEY OFTEN HOSTED THE PILGRIMS OF THE *VIA FRANCIGENA*, WHILE THE *MASSERIE* LOCATED ALONG THE *TRATTURI* (SHEEP-TRACKS) WERE USED TO GIVE SHELTER TO THE TRANSHUMANCE HERD.



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AN EXAMPLE: MASSERIA PIETRE TAGLIATE, BITONTO

IT IS A WONDERFUL RURAL ARCHITECTURE CLOSELY RELATED TO TRANSHUMANCE IN THE PARK OF ALTA MURZIA. IT INCLUDES THE TYPICAL STRUCTURES OF THE MASSERIA: THE *JAZZO* (THE SHEEPFOLD), THE *POOL* (USED TO COLLECT RAINWATER) AND THE *MUNGITURO* (WHERE SHEEP WERE MILKED).

IT WAS BUILT BETWEEN XV AND XVI CENTURY AND WAS USED REGULARLY BY THE TRANSHUMANCE SHEPHERDS .



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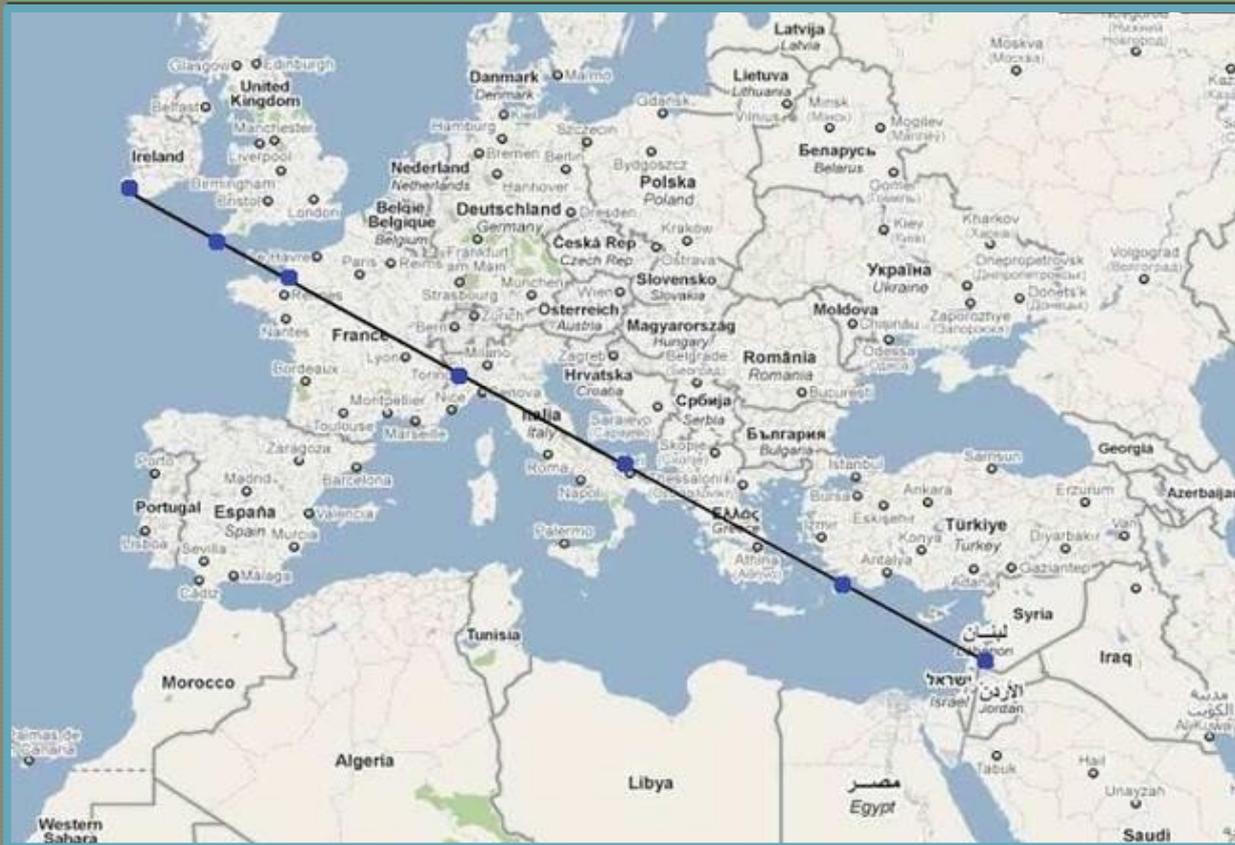
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ITALY

La Via Sacra



THE SACRED
LINE

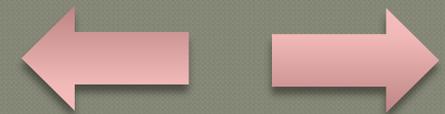


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THE SACRED LINE

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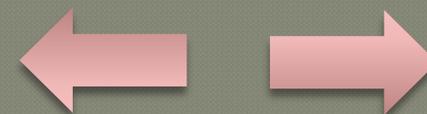


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THE SACRED LINE



The mysterious
and evocative
St. Michael's Sacred Line
joins seven monasteries
dedicated to the
Archangel Michael
for over than 2 000 km
crossing Europe..



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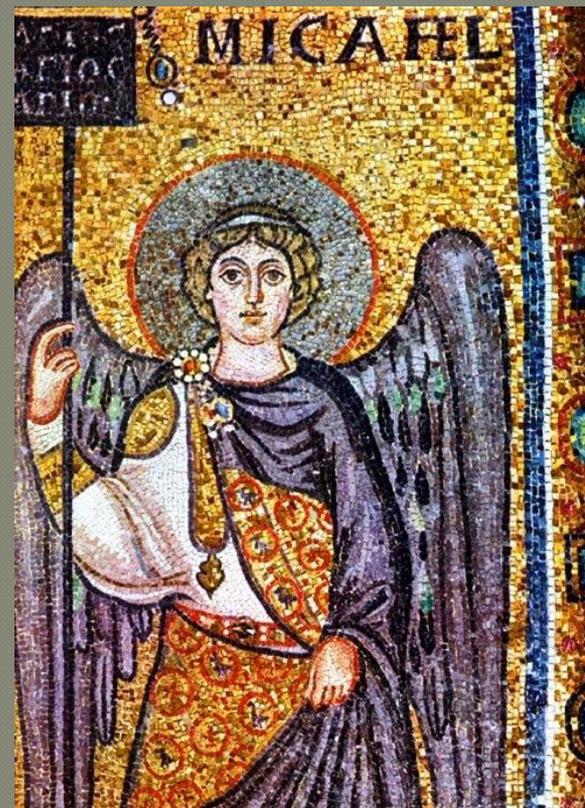
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THE SACRED LINE

The seven shrines of the Sacred Line of St. Michael are:
Skellig Michael (Ireland),
St Michael's Mount (Great Britain),
Mont Saint Michel (France),
the "Sacra" of San Michele (Piedmont, Italy),
San Michele (Apulia, Italy)
St. Michael's Monastery (Greece),
Monastery of Mount Carmel (Israel).



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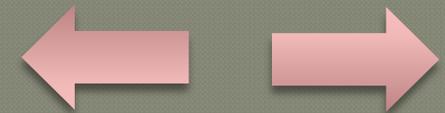


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Santuario di San Michele Arcangelo,
Monte Sant' Angelo - Puglia



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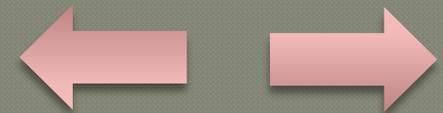
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THE SACRED LINE

They are high symbolism
and spiritual places.
According to the legend,
The Holy Line of St
Michael is the sword thrust
that he inflicted to the
Devil to send him back to
the hell.



VIDEO

TEXT

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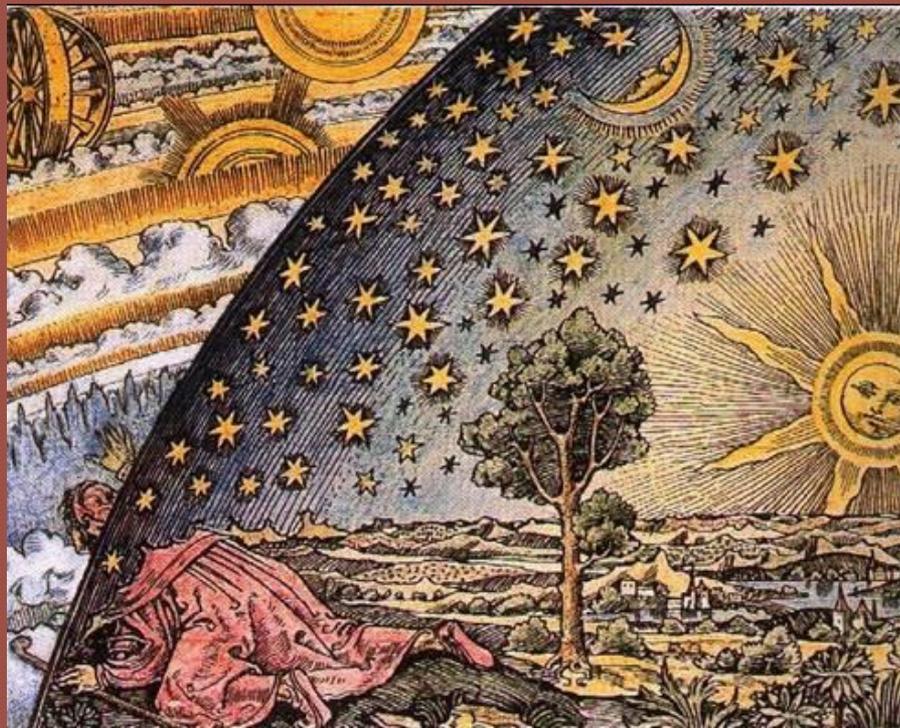
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THE SACRED LINE



The Sacred Line is in perfect alignment with the sun on the day of the Summer Solstice.



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THE SACRED LINE

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St. Michael is
venerated by the
Christian tradition
as a defender of the
Christians;
represented
as a warrior, he is
called in defense
against the enemies
of the Church.



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THE SACRED LINE



From the East, the Archangel cult spread and developed in the Mediterranean region, particularly in Italy, where he arrived with the expansion of Christianity.



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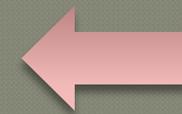


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THE SACRED LINE



The Emperor Constantine I, since the year 313 showed him a special devotion, dedicating him the Micheleion, an imposing shrine erected in Constantinople.



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LATVIA

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HANSEATIC CITY RĪGA

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The inclusion of Riga in the Hanseatic League in 1282 would have accelerated its development as an important trading town with vital seaward connections to Europe



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Rīga in Hanseatic League

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Rīga was officially founded by the German Bishop Albert in 1201, though the area was populated already long before that. Rigans themselves originated from the ancestors of the Latvian people who settled here in the 11th and 12th centuries. During the Middle Ages Rīga was a mighty seaport, the largest city in the Swedish Empire during the 17th century, a leading port for the Russian Empire in the 18th and 19th centuries, and a powerhouse centre for commerce and trade in the entire region.

This status was facilitated by Riga's membership in the Medieval Hanseatic League. In the Middle Ages Riga was one of the most developed cities in the Hanseatic League, and is still active in the International Modern Alliance of Hanseatic cities. The Hanseatic days are remembered in Old Riga through the historical Great Guild and Small Guild, as well as the rebuilt House of the Blackheads – all of them artisans' and craftsmen's guilds in the booming city. The House of Blackheads was built in 1334 as a meeting and celebration hall, but a mostly German brotherhood of foreign merchants called the Blackheads bought the building in the 17th century. Since 1999 Rigans can again be proud of their newly reborn House of Blackheads.



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HOUSE OF BLACKHEADS

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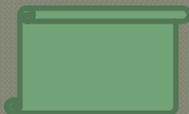


RIVER ROUTE DAUGAVA

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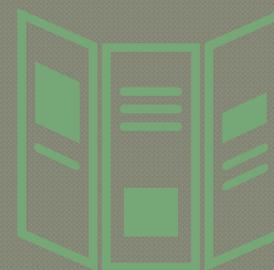
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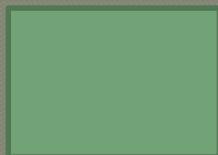


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RIVER ROUTE GAUJA

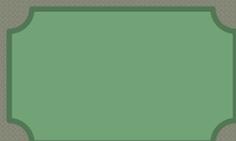
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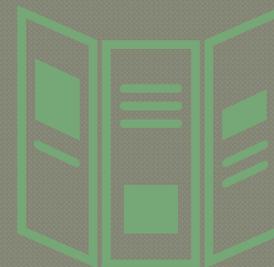
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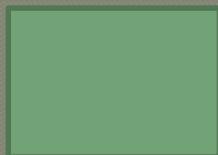


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RIVER ROUTE **VENTA**

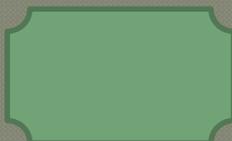
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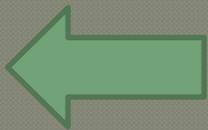


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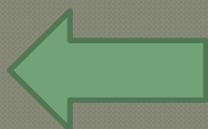


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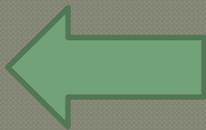


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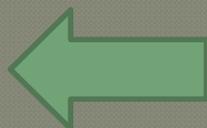
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River DAUGAVA

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- Daugava waterway began at Riga port at Rīdzenes river entry, where all the goods were stored, evaluated, weighed, packaged and handled. Next largest commodity storage place was Koknese town, where happened to be land trade routes to Vidzeme. Daugava travel destination was initially Smolensk, Polotsk and later Vitebska.
- To guard and monitor these roads, there were built Daugavgrīva (1305), Rīga (1201), Salaspils (1186), Ikšķile (1185), Lielvārde (1201), Aizkraukle (after 1209), Koknese (1209), Altene (14. century.), Sēlpils (1373), Lakstene (1354), Krustpils (1297), Dignāja (1366), and Daugavpils (1279) fortresses.



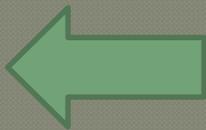
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River VENTA



- Venta waterway started in Kurzeme near Ventspils and was accessible to ships till Ventas rumba near Kuldiga, which was an important overland intersection. There was a project to extend the road but it was never finished.
- To guard and monitor the road there were built Ventspils (1290), Piltene (1309) and Kuldīga (1242) fortresses.

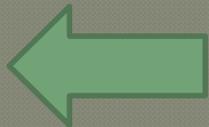




River GAUJA

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- The ancient Gauja waterway through Turaida and Cēsis led to Tartu, which at the time of Hansa was mostly used as a way to trade land with the cities of Pskov and Novgorod.
 - One branch of the road went along the Gauja to Cēsis city, from which began overland road along Rauna, Smiltene, Gaujiena and Alūksne castles to Izborsk and Pskov cities.
 - Second branch from Turaida went to Limbaži, along Burtnieki and Rūjiena castles to Vīlande city. Third branch through Straupe city led to Valmiera city, further along Valka castle to Tērbata city.
- To guard and monitor there were built Sigulda (1207), Cēsu (1209), Turaida (1214), Limbaži (1223), Valmiera (1224), Straupe (1300), Alūksne (1342), Valka (1345) and a lot of smaller fortresses.



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HANSEATIC CITY CĒSIS (Wenden)

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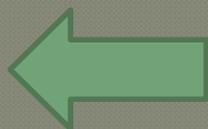
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CĒSIS (Wenden)

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The planning of the town of Cēsis was done in the second half of the 13th century. The marketplace with a church was in the centre of the town. The centre of housing was the stone castle of the Livonian Order with its three fortified towers. The town was also encircled by a dolomite stonewall with eight towers and five gates. Buildings from the medieval ages include St. John's Church (built 1281–1284), the ruins of the Order's castle, Cēsis Castle and fortification walls, fragments of which can still be seen at Vaļņu iela and Palasta iela. In addition, ancient road networks and building plots have survived from medieval times, although many of the buildings themselves have been ruined (the last destroyed in 1748).

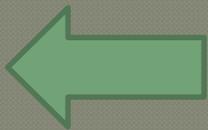


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HANSEATIC CITY

LIMBAZI (Lemsahl)

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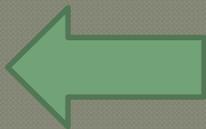
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LIMBAŽI (Lemsahl)

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In ancient times, Limbaži was a Livonian settlement known as Lemisele, part of Metsepole. In the early 13th century, Bishop Albert and the Teutonic knights destroyed the village while conquering Metsepole, and built a castle, around which formed the new city, Lemsahl. Until the beginning of the 16th century, Lemsahl could be reached by seagoing vessels travelling up the Svētupe. Ships came from as far as Lübeck and Copenhagen to trade for honey, wax, lumber, grain, and furs. The small trading camp surrounding the castle grew into a large town, and was admitted to the Hanseatic League. Each year, Lemsahl hosted a conference attended by barons from all over Livonia, and the city hosted at least three other fairs throughout the year as well. During these fairs, the town may have held as many as 20,000 people at once. In addition, the Bishop of Riga made Lemsahl his spring residence, which became a walled city to protect both the bishop and the trading center. In population, Lemsahl was second only to Riga.

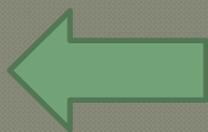


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HANSEATIC CITY

VENTSPILS (Windau)

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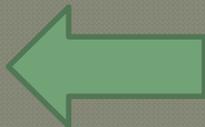
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VENTSPILS (Windau)

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Ventspils is a town in northwestern Latvia in the historical Courland region of Latvia, and is the sixth largest city in the country. Ventspils developed around the Livonian Order Ventspils Castle, built along the Venta River. It was chartered in 1314 and became an important mercantile city of the Hanseatic League. As part of the Duchy of Courland, Ventspils blossomed as a shipbuilding centre. 44 warships and 79 trading ships were built in the town, and it was from Ventspils that the Duke's fleet set out to colonize Gambia and Tobago. Metal, amber, and wood-working shops also became important to the city's development.

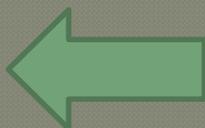


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HANSEATIC CITY

KULDIGA

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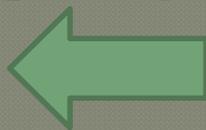
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KULDĪGA (Goldingen)

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Kuldīga is the pearl of Kurzeme, Latvia's western region. It is an ancient town with unique, distinctive architecture. Kuldīga was first mentioned in 1242. It joined the Hanseatic League in 1368. In the 17th century, Kuldīga (along with Jelgava (Mitau)) was one of the capitals of the Duchy of Courland. The origin of the ancient town Kuldīga can be explained by its location on the crossroads: the waterways of River Venta and land routes joining the Prussian lands with the lower reaches of River Daugava. The ancient Kuldīga town of Couronians – a fortified castle mound and a settlement were located 3,5 km to the North down the River Venta on its left bank. The castle mound can be observed nowadays still. It is located on a bank of the River Venta on the foreland between the deep gully of the River Veckuldīga and the ancient valley of the Venta. The Site of the Castle itself is located in the several hectare wide area, but together with the Old City of Kuldīga – the area of more than ten hectares. There might have been a port by the River Veckuldīga.

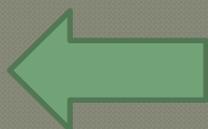


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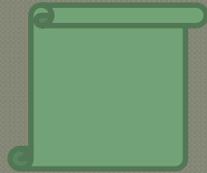
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HANSEATIC CITY

KOKNESE (Kokenhusen)

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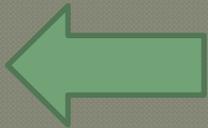
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KOKNESE (Kokenhusen)

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The site of Koknese was originally a Latgalian and Selonian settlement named Kukenois. The town, known in German as Kokenhusen, received its town privileges in 1277. During the 14th century, Koknese flourished as part of the mercantile Hanseatic League. Archbishop John V of Wallenrodt was able to resolve the conflict with the Teutonic Order and restore the territory to the church in 1397.

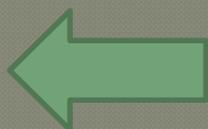


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HANSEATIC CITY VALMIERA (Wolmar)

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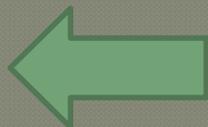
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VALMIERA (Wolmar)

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Valmiera and its surroundings have been one of the longest-inhabited regions of Latvia. Archeological evidence indicates the site was inhabited 9,000 years ago. In 1224 after partition of Tālava trade roads along the Gauja river became property of Livonian Brothers of the Sword who erected a castle which is today known as Valmiera Castle. After the Battle of Saule in 1236 Valmiera Castle and nearby lands became the property of the newly established Livonian Order. Valmiera was a member of the Hanseatic League from the 14th–16th centuries. Involvement in the Hansa brought significant trade and movement into the town's life. During the 14th-16th centuries several regional assemblies (landtags) were held in Valmiera. After the Livonian War in 1583 Valmiera was heavily devastated and was incorporated into the Duchy of Livonia as part of Wenden Voivodeship.

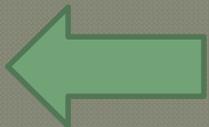


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POLAND

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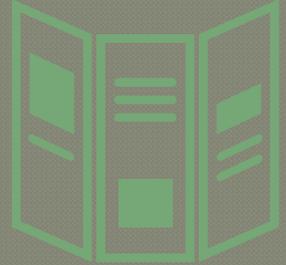


The Hanseatic League

Via Regia

Amber Road

Camino Polaco



The Hanseatic League river road



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HANSEATIC LEAGUE

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The Hanseatic League (Hansa) was formed around the middle of the 12th century by German and Scandinavian seafaring merchants to protect their mutual trading interests. Since there were no navies to protect their cargoes, no international bodies to regulate tariffs and trade, and few ports had regulatory authorities to manage their use, the merchants banded together to establish tariff agreements, provide for common defense and to make sure ports were safely maintained. The original network linked Lübeck, Westfalia, Saxony and Gotland, but it quickly spread east with the conquest of Livonia in the early 13th century. At its peak, the Hanseatic League covered the entire North Sea and Baltic Sea Regions and it stretched hundreds of miles inland along rivers from the Rhine to the Daugava.



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HANSEATIC LEAGUE

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Map of a Hanseatic League's Cities



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GDAŃSK

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Gdansk is one of the oldest towns in Poland. It lies at the mouth of the Vistula River, and as from the 10th century, the town functions as a center for the shipping of products produced along the river. In 1236 AD, Gdansk for the first time obtains its municipal charter, and as from 1260 AD the town is granted a papal patent, permitting it to hold a yearly market. Three years later a municipal charter under the law of Lubeck is granted, and after the city quickly becomes a member of the Hanseatic League.

The 13th century is a time of prosperity for the town. The trade with other Hanseatic towns increases substantially, and the 14th century gives even more growth, especially when it comes to the amount of exported grain.



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The Old Crane in Gdansk



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GDAŃSK

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The most interesting episode of Gdańsk's participation in the Hansa is the war it had with the English king, in which Gdańsk's fleet participated by operating in the North Sea at the mouth of Thames. During that war Pawel Beneke, the most famous sailor from Gdańsk, on the ship called "Peter from Gdańsk" (Peter von Danzig) managed to win the "Final Judgment" by Hans Memling, the most precious piece of art which still remains in the art collections of the city.



„Final Judgment” by Hans Memling at the National Museum in Gdańsk



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LUBEKA-GDAŃSK-RIGA

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Gdańsk thanks to its favorable location which was at the intersection of North-South and East-North routes, had a great commercial importance. The economic importance of the Vistula estuary forced Gdańsk to expand the city and create a port. This also led to an increase in the activity of Gdańsk into the Hanseatic policy and its sea routes to Lubeka and Riga. To Lubeka Gdańsk mainly exported grain, ash, wax, copper, beer and imported wine, hops, cloth, raisins, figs, salt and pepper.



Map of the Hanseatic League's main sea routes



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SŁUPSK



The town Hall



The city is located in the northwestern part of present-day Poland, near the Baltic Sea on the Słupia River. Słupsk had its origins as a Slavic Pomeranian settlement on the Słupia river in early Middle Ages. In 1265 it was given city rights. By the 14th century, the town had become a centre of local administration and trade and a Hanseatic League associate. Between 1368 and 1478, it was the residence of the Dukes of Pomerania. In the twelfth century, the town became one of the most important castellanies in Pomerania besides Gdańsk and Świecie.



SŁUPSK

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The defensive walls of the town



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KOŁOBRZEG

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Kołobrzeg is a city in the West Pomeranian Voivodeship in north-western Poland. During the Early Middle Ages, Slavic Pomeranians founded a settlement at the site of modern Budzistowo. Thietmar of Merseburg first mentioned the site as Salsa Cholbergiensis. Around the year 1000, when the city was part of Poland, it became seat of the Diocese of Kołobrzeg. During the High Middle Ages, the town was expanded with an additional settlement a few kilometers north of the stronghold and chartered with Lübeck law. The city joined the Hanseatic League in 1361.



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Kołobrzeg in middle of XV century



Kołobrzeg nowadays



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SZCZECIN

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Szczecin is the capital city of the West Pomeranian Voivodeship in Poland. Located near the Baltic Sea, it is a major seaport and Poland's seventh-largest city.

The recorded history of Szczecin began in the eighth century, when West Slavs settled Pomerania and erected a new stronghold on the site of the modern castle. Mieszko I of Poland took control of Pomerania between 960 and 967, and the region with the city of Szczecin became part of Poland in 967. After the decline of the neighbouring regional centre Wolin in the 12th century, the city became one of the more important and powerful seaports of the Baltic Sea. After joining the Hanseatic League the city had a great participation in the Baltic Sea trade, primarily with herring, grain, and timber.



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Castle of the Pomeranian Dukes



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MALBORK

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The town was built in Prussia around the fortress Ordensburg Marienburg, which was founded in 1274 on the east bank of the river Nogat by the Teutonic Knights. The town of Marienburg grew in the vicinity of the castle. The river Nogat and flat terrain allowed easy access for barges a hundred kilometers from the sea. During Prussia's government by the Teutonic Knights, the Order collected tolls on river traffic and imposed a monopoly on the amber trade. The town later became a member of the Hanseatic League, and many Hanseatic meetings were held there.



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MALBORK

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Malbork is well known of The Castle of the Teutonic Order which is the largest castle in the world measured by land area. The castle is a classic example of a medieval fortress and, on its completion in 1406, was the world's largest brick castle. The castle is Poland's official national Historic Monument which is also listed on World Cultural Heritage Site.



Malbork Castle



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TORUŃ

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City in northern Poland, on the Vistula River. Toruń is one of the oldest cities in Poland, having been established in 1233 by the Teutonic Knights. At one point, the city was considered the most modern cultural and technological centre in Medieval Europe. From 1264 Toruń was part of the Hanseatic League and by the 17th century it was one of the elite trading points.



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TORUŃ

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The view of a city with its fortifications



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CRACOW

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Cracow is the second largest and one of the oldest cities in Poland which is situated on the Vistula River in the Lesser Poland region. From 1038 to 1596 Cracow was the capital of Poland. The earliest known settlement on the present site of Cracow was established on Wawel Hill, and dates back to the 4th century. Legend attributes the town's establishment to the mythical ruler Krakus, who built it above a cave occupied by a ravenous dragon, Smok Wawelski. Many knights unsuccessfully attempted to oust the dragon by force, but instead, Krakus fed it a poisoned lamb, which killed the dragon.



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CRACOW

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Wawel's Royal Castle



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CRACOW

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Cracow was a member of the Hanseatic League and many craftsmen settled there, established businesses and formed craftsmen's guilds. City Law, including guilds' depictions and descriptions, were recorded in the German language Balthasar Behem Codex which is now featured at the Jagiellonian Library. During medieval times one of the most precious goods exported to Ruthenia and to Hungary was salt mined in the nearby Wieliczka and Bochnia mines.



Saint Mary's Basilica



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WIELICZKA AND BOCHNIA

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Saint's Kinga Chapel

The mines opened in the 13th century and produced table salt. The mines in Wieliczka and Bochnia are one of the oldest salt mines in the world and the longest active industrial plants. They were a royal enterprise, which brought enormous revenues to the contemporaneous country. Both are listed as the UNESCO World Heritage sites.



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WROCLAW

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The city has long been the largest and culturally dominant city in Silesia, and is today the capital of Poland's Lower Silesian Voivodeship. The city of Wrocław originated as a Bohemian stronghold situated at the intersection of two long-existing trading routes, the Via Regia and the Amber Road. The city's trade developed first because of the trade between Poland and Germany. After receiving the Magdeburgh rights in 1262 the town quickly developed. It traded mainly cloth, beer, Baltic herring, furs with Bohemia and Moravia, Netherlands, Russian territories. At the end of the 13th century Wrocław joined the Hanseatic League.



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The map of medieval Wroclaw



Saint Martin's church



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The Town Hall



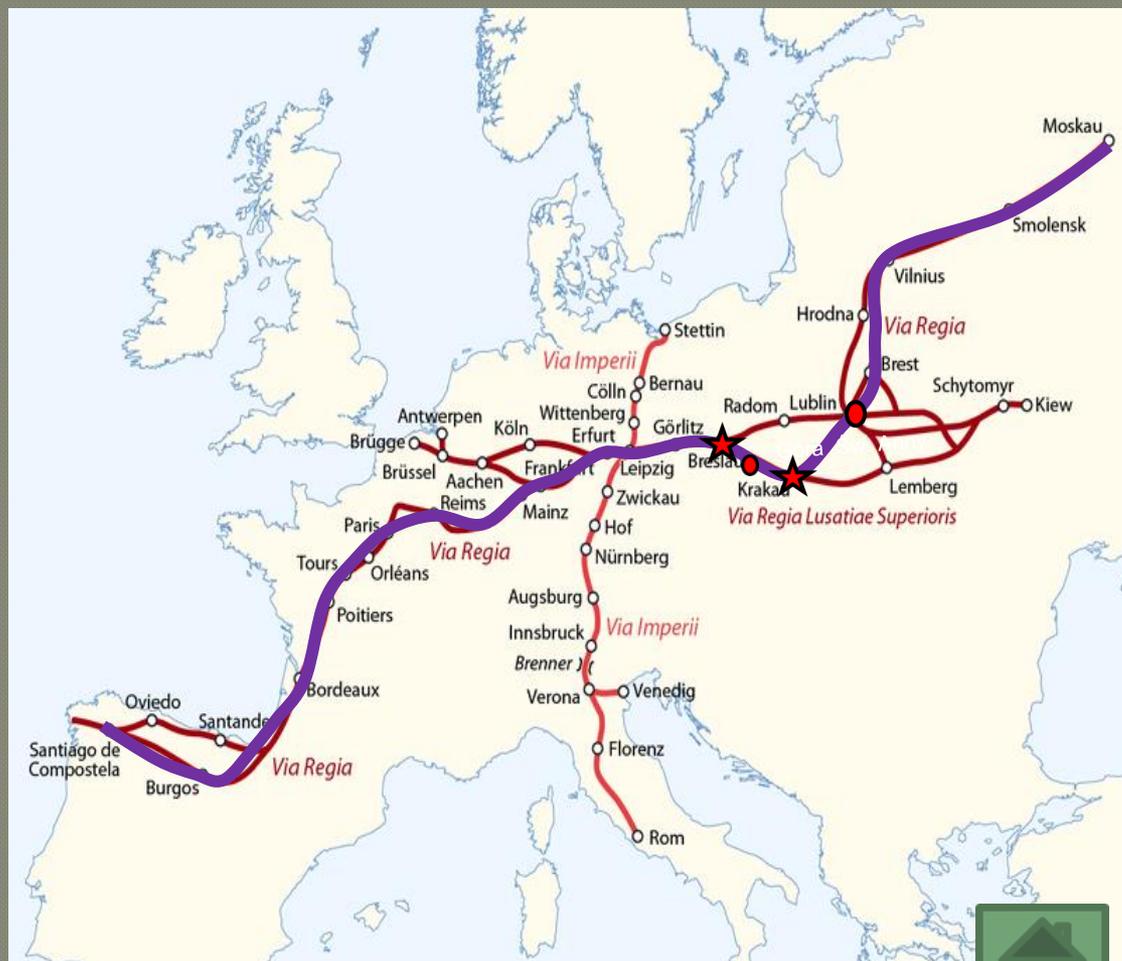
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VIA REGIA

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A Via Regia was a historic road in the Middle Ages. The term usually refers not to a type of road, which was legally associated with the king and remained under his special protection and guarantee of public peace. The Via Regia ran west–east through the centre of the Holy Roman Empire. Also known as the route of Saint James (Camino de Santiago)



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LUBLIN

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The city is the ninth largest city in Poland and the second largest city of Lesser Poland. One of the events that greatly contributed to the city's development was the Polish-Lithuanian Union of Krewo in 1385. Lublin thrived as a centre of trade and commerce due to its strategic location on the route between Vilnius and Kraków. The inhabitants also had the privilege of free trade in the Grand Duchy of Lithuania.



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The view of a city



LUBLIN

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**The Royal Castle's
courtyard**



**The Old Town with the Cracow's
gate**



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GÓRA ŚW. ANNY

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The town was formerly known as the Chelmburg where around 1100 a wooden chapel of Saint George was built on the hill. Later in 1516 the noble family of von Gaschin, who had moved to Silesia from Poland in the mid-15th century, erected a church dedicated to St. Anne on the Chelmburg. The hill became a popular pilgrimage destination, especially after the donation in 1560 of a wooden statue of St. Anne, containing relics, which is still in the church today. The monastery today draws thousands of pilgrims every year. In March 1980, Pope John Paul II declared the church a minor basilica.



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Saint Ann's Basilica and Franciscan's Monastery



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CAMINO POLACO

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Camino Polaco is one of the routes within the roads of St. James (Camino de Santiago). The route starts in Ogrodniki on the border with Lithuania and leads through Olsztyn, Toruń to Słubice on the German border. In Middle Ages Poles most often used land routes, reached the German roads and further to the south - French. Pilgrimages from Poland continued throughout the Middle Ages until the end of the 17th century.



Symbol of the route

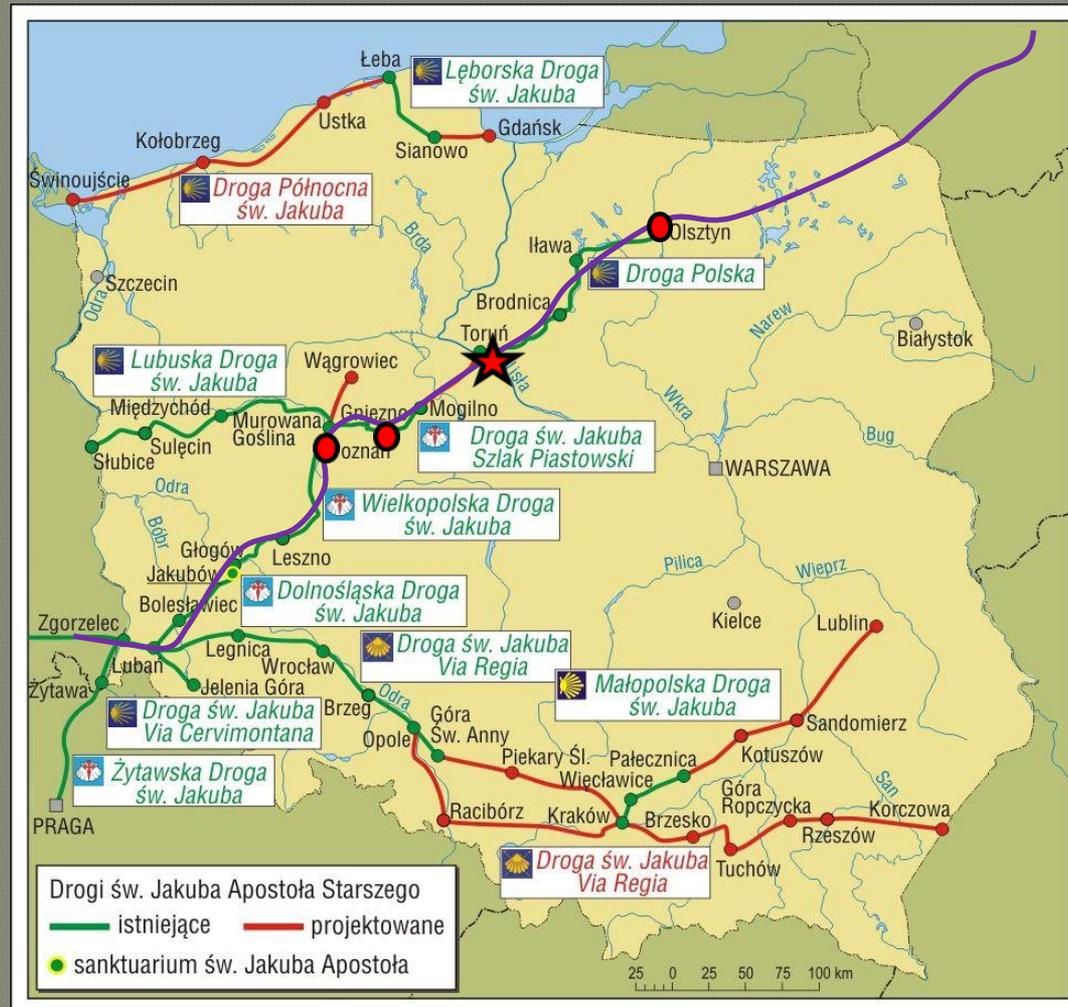


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CAMINO POLACO

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OLSZTYN

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St. James's Cathedral

The city is located on the Łyna River in northeastern Poland. Olsztyn is the capital of the Warmian-Masurian Voivodeship. Founded in the 14th century, Olsztyn was under the control and influence of the Teutonic Order until 1466, when it was incorporated into the Polish Crown. For centuries the city was an important centre of trade, crafts, science and administration.



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GNIEZNO

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Gniezno is a city in central-western Poland. It is one of the Piast dynasty's chief cities, and it was the first capital of Piast's Poland. According to the Polish legend the city was founded by one of three brothers: "Three brothers Lech, Czech and Rus were exploring the wilderness to find a place to settle. Suddenly they saw a hill with an old oak and an eagle on top. Lech said, 'This white eagle I will adopt as an emblem of my people, and around this oak I will build my stronghold, and because of the eagle nest I will call it Gniezdno. The 10th-century Gniezno Cathedral witnessed royal coronation of Bolesław I.



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GNIEZNO

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The Gniezno Doors



The Royal Gniezno Cathedral



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POZNAŃ

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The city is on the Warta river in west-central Poland, in the Greater Poland region. It is best known for its renaissance Old Town and Ostrów Tumski Cathedral. Poznań is among the oldest cities in Poland. It was one of the most important centres in the early Polish state in the tenth and eleventh centuries. Poznań was probably the main seat of the first missionary bishop sent to Poland, Bishop Jordan. Poznań's cathedral was the place of burial of the early Piast monarchs (Mieszko I, Boleslaus I, Mieszko II, Casimir I), and later of Przemysław I and King Przemysław II.



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POZNAŃ

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The view of medieval Poznań



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AMBER ROAD

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The Amber Road is one of the most known trade routes in Europe that comes from ancient times. It was a trade route for the transfer of amber from coastal areas of the North Sea and the Baltic Sea to the Mediterranean Sea. In Middle Ages the road was also used for trade.



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AMBER ROAD

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KŁODZKO

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The town is located in south-western Poland, in the region of Lower Silesia. According to some archeological discoveries there was located a settlement on the ancient Amber Road that conducted extensive trade relations with the Roman Empire. The town was granted German city rights under Magdeburg Law between 1253 and 1278.



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KŁODZKO

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Gothic bridge and church



**The view of Kłodzko
from medieval times**



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SPAIN

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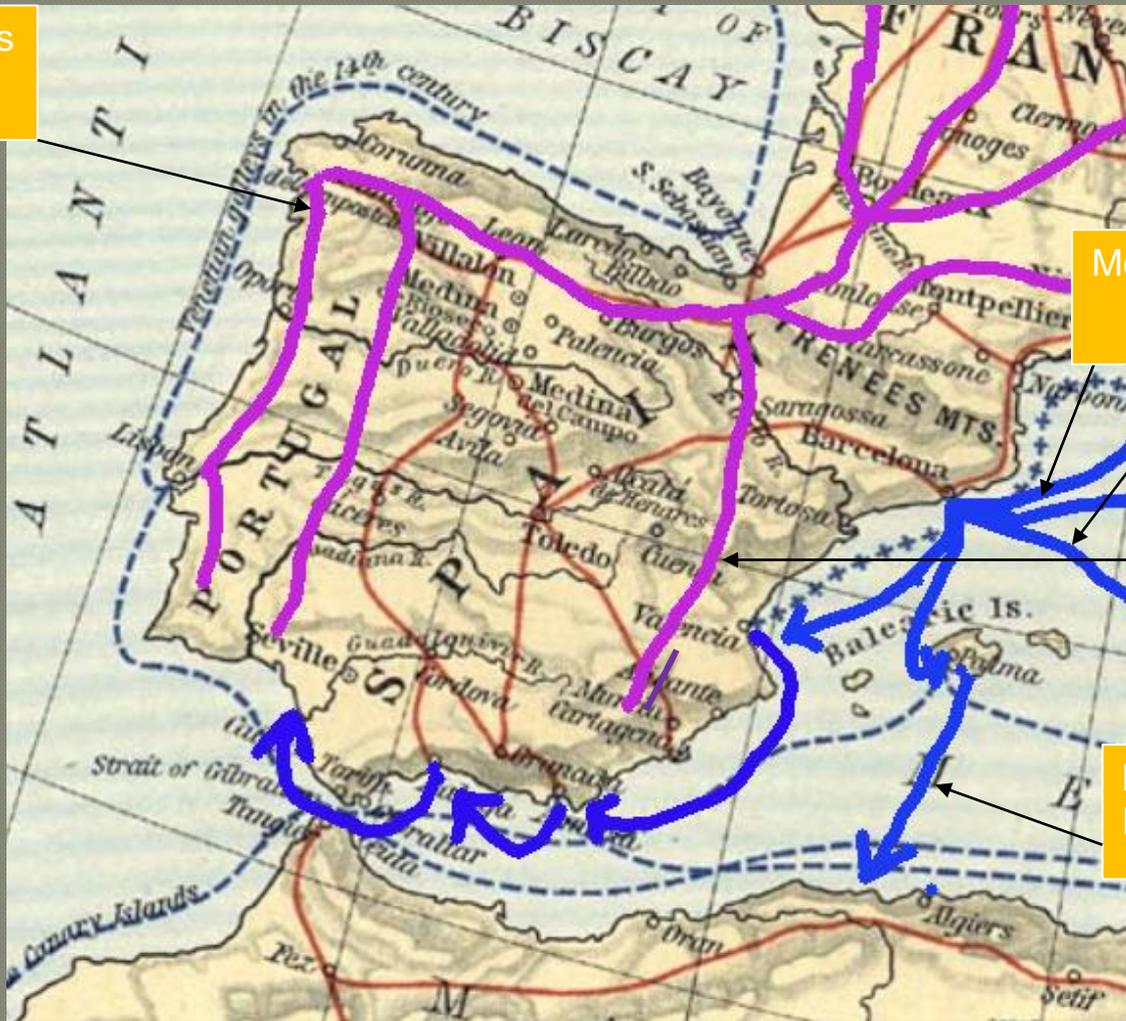
Way of St. James

Spices Route

Mediterranean Routes

Way of Vera Cruz

Mediterranean
Expansion



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WAY OF ST. JAMES

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WAY OF ST. JAMES

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- The Way of St James has existed for over a thousand years. It was one of the most important Christian pilgrimages during medieval times. It was considered one of three pilgrimages on which all sins could be forgiven: the others are the Via Francigena to Rome and the pilgrimage to Jerusalem.
- The route is not unique, and we have an important amount of singular ways, some of them considered main routes



VIDEO



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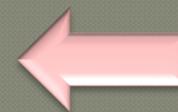


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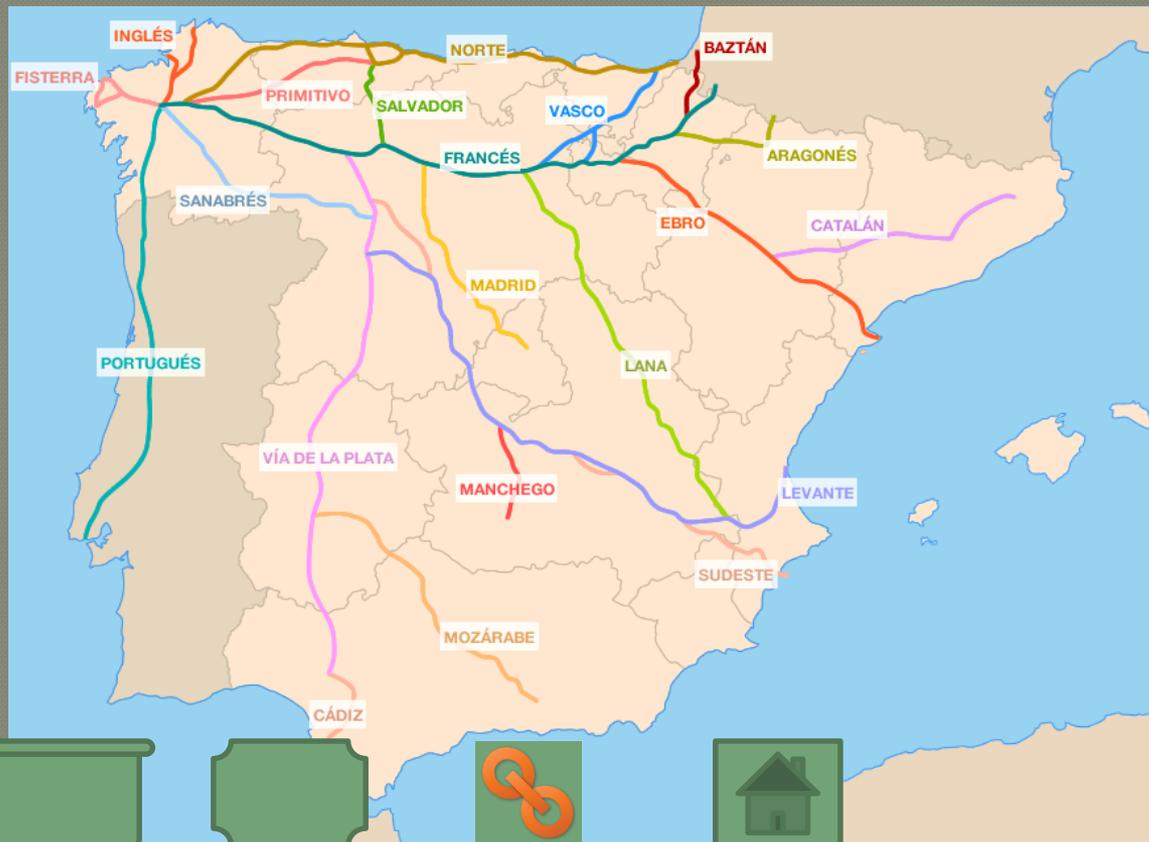


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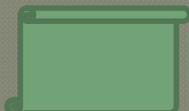
WAY OF ST. JAMES

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- Pilgrims travelled to Santiago de Compostela to meet the supposed burial place of the apostle James the Great.
- During the middle ages, the route was highly travelled.
- The earliest record of visits to Santiago de Compostela date from 8th century, in the time of the Kingdom of Asturias.
- The daily needs of pilgrims were met by a series of hospitals and hospices, with royal protection.



VIDEO



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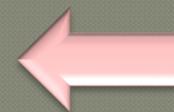
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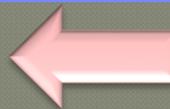


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WAY OF ST. JAMES

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SANTIAGO DE COMPOSTELA

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- World Heritage City by UNESCO.
- Final destination of the Way of St. James. Its name is dedicated to the Apostle supposed to be buried there down the Cathedral.
- The Bishop Gelmírez from Compostela ordered to construct the Romanesque Cathedral in 1100 and reordered the city of Compostela. The Cathedral was ended in Baroque style.



VIDEO



TEXT



PICTURE

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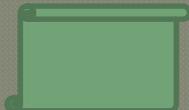


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SANTIAGO DE COMPOSTELA

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PALAS DE REI

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- Even when most of their pilgrim past remains, it was an important city in the Middle Ages. Pilgrims used to group here to continue the final part of the way.
- Today, we can see a modern big town, where we can visit San Tirso Church, out of the town.



VIDEO



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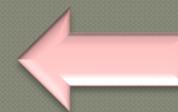


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PALAS DE REI

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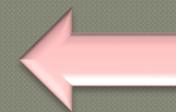
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PORTOMARÍN

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- The original town was formed by two different towns in both sides of the river Miño. But this original town is nowadays under the water after the construction of a dam.
- During the Middle Ages it had a Hospital and a bridge over the river Miño, destroyed by Doña Urraca, trying to not allow his husband Alfonso I the Fighter to cross it with his army.
- The church, belonging to the Order of St. John from Jerusalem was transported to its original place before the construction of the dam.



VIDEO



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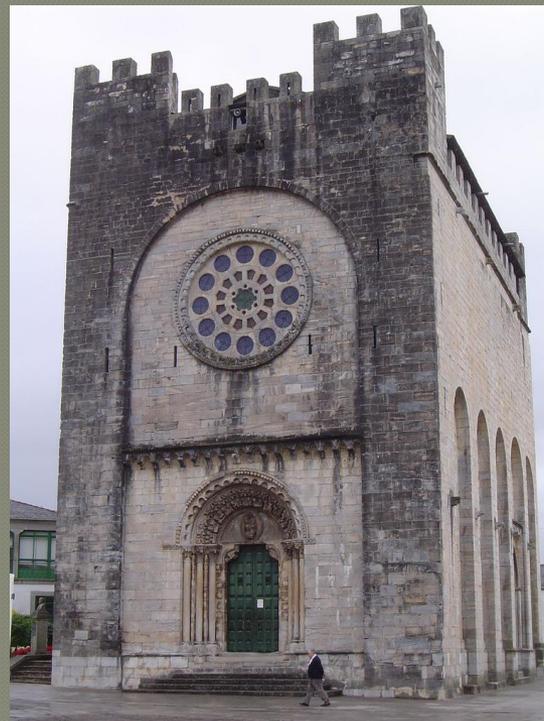


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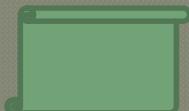


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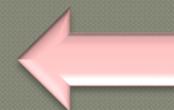


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O'CEBREIRO

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- This magic place represents the door to Galicia.
- A misty and mysterious town, placed 1300 m over the level of the sea. Pallozas, a typical construction from this place can be seen there.
- From the oldest times, there it was possible to be hosted as a pilgrim. In 1072, Alfonso VI improves the existing hospital and order the Cluny monks to take care of the pilgrims.
- A pre-Romanesque church can be visited there.



VIDEO



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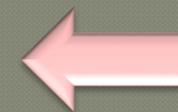


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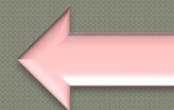


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VILLAGRANCA DEL BIERZO

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- Town revitalised by the Franks, foreign traders coming due to the repopulation performed by Alfonso VI.
- At the entrance of the town, we can see the Romanesque –Lombard church of St. James, where we can see the Door of Pardon. Since the Pope Calixtus III, ill pilgrims could reach the indulgence arriving to this church as if they had reached the Cathedral in Santiago de Compostela.



VIDEO



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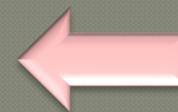


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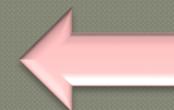
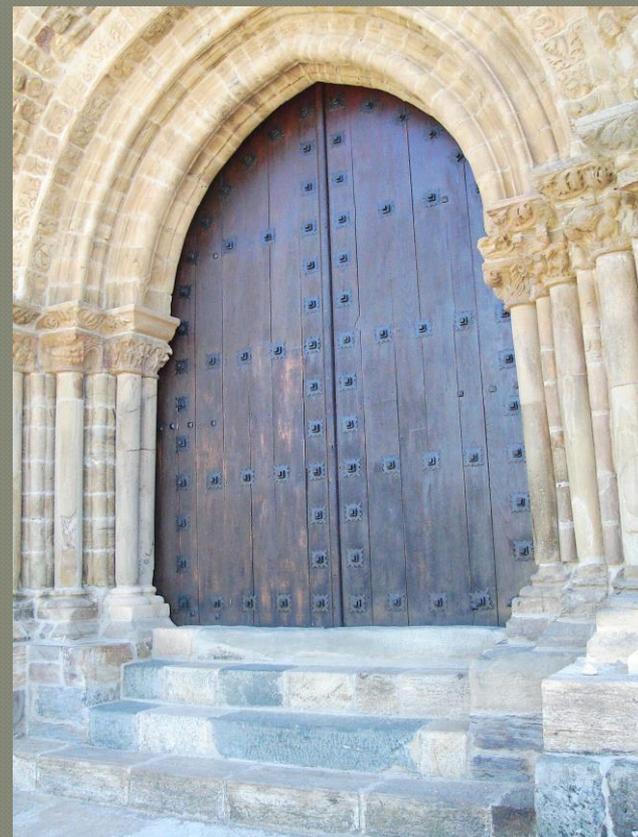


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VILLAGRANCA DEL BIERZO

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ASTORGA

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- This important Astur and Roman town, had an strong link with the Way of St. James, as it can be seen from the existence of Hospitals close to it.
- The *veedor*, a character who daily visited all this places to check that poors and pilgrims didn't rest there for more than one day was typical from this town.
- The cathedral lasted more than 300 years to be completed, and there is a lot of Roman remains.
- Nowadays we can also visit the Bishop Palace, designed by Gaudi and built in 1866.



VIDEO



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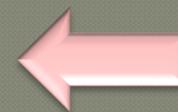


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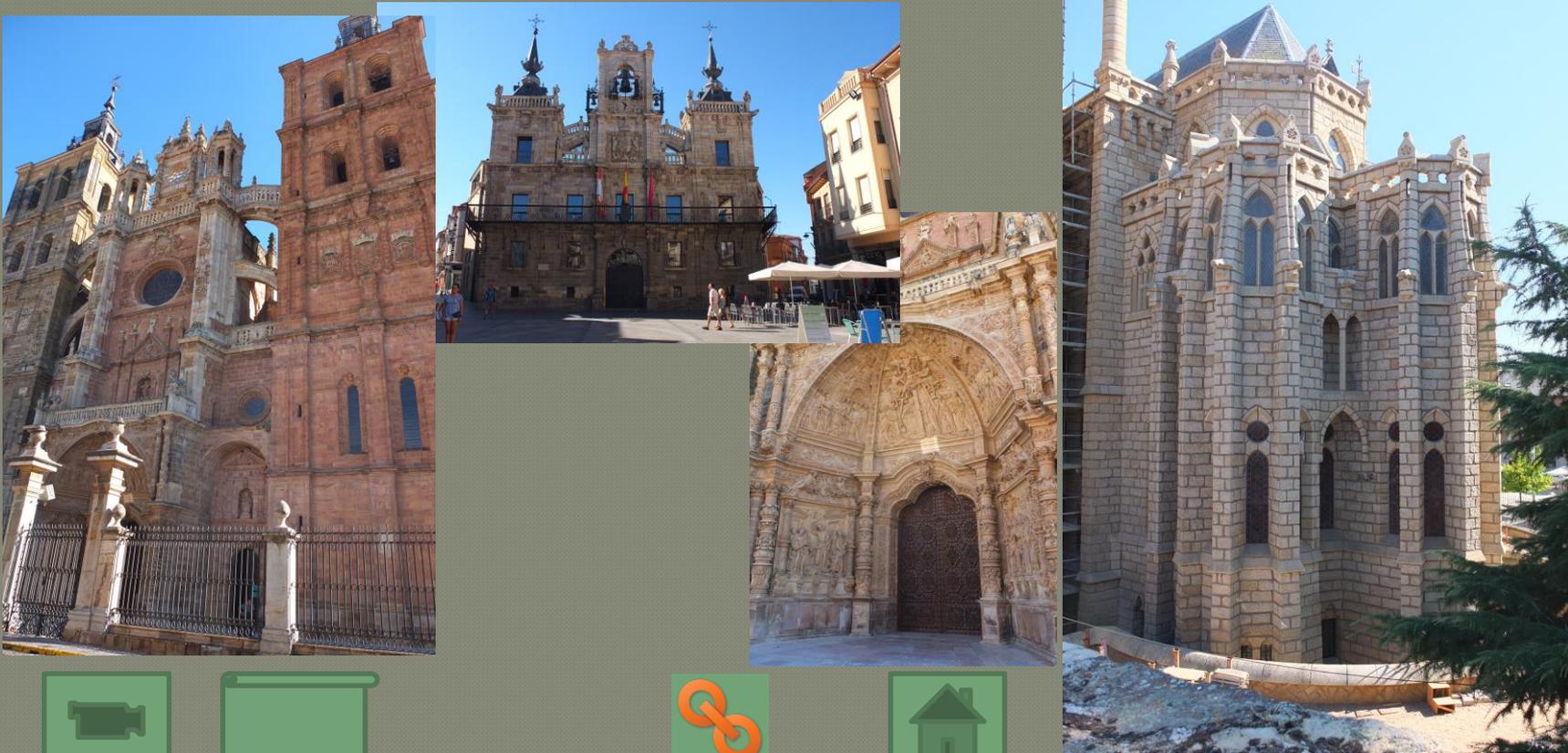


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ASTORGA



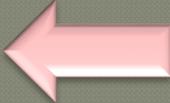
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LEÓN

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- Its Cathedral and San Isidoro Church were always visited by Medieval Pilgrims.
- The Gothic Cathedral, oriented to Jerusalem has more than 1800 m² of stained glass. Probably, the main Gothic Cathedrals in Spain, the *Pulchra Leonina* was built at the beginning of the 13th Century by French architects.
- Close to it, the Romanesque San Isidoro Church includes the Royal Mausoleum, considered the Spanish Romanesque's Sixtine Chapel.



VIDEO



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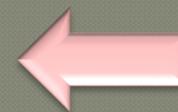


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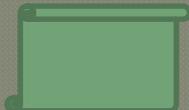


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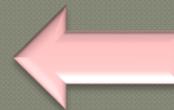
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SAHAGÚN

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- It was the first big City in the Way, and it was called the *Spanish Cluny*.
- The Benedictine Monastery was re-founded by Alfonso VI in the 11th Century. Only one arch remains.
- Thanks to this Monastery, Sahagún increased its importance in the Way of St. James.
- It's called the capital city of the poor Romanesque, due to the use of clay bricks to construct the churches.



VIDEO



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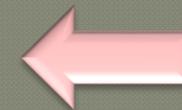


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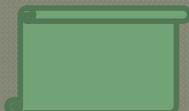


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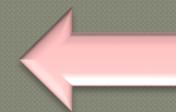
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BURGOS

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- The City grew up thanks to the Way crossing it, and the construction of Hospitals to host the pilgrims arriving to the city.
- For several Centuries, it was one of the main cities of Spain.
- The Gothic Cathedral was built during the 13th Century when Ferdinand III, the Saint, was King, with French influence



VIDEO



TEXT

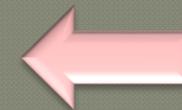


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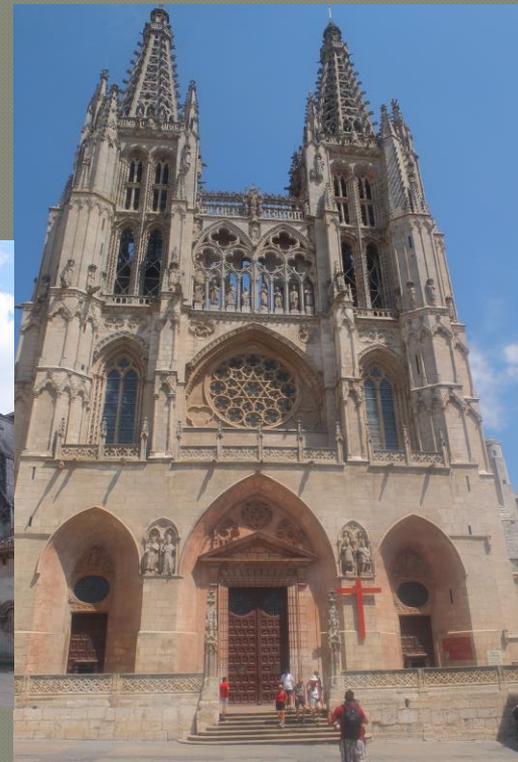
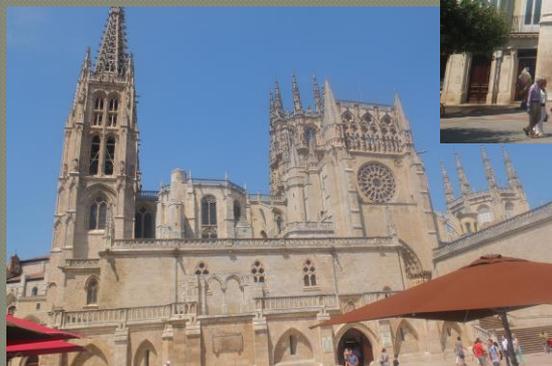


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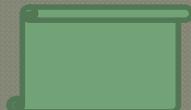


BURGOS

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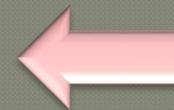


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SANTO DOMINGO DE LA CALZADA

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- The Town was born thanks to Domingo, from Vilora, the greatest benefactor in the History of St. James Way. On his own, he cleared the trees in the forests, built the road (calzada) from Nájera to Redecilla, built a bridge over Oja river, constructed churches and Hospitals to help pilgrims.
- After his death, he was buried in the Way, were after the Cathedral was built.
- In this town, the Miracle of the Rooster and the Hen was supposed to take place.



VIDEO



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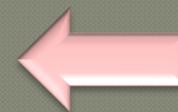


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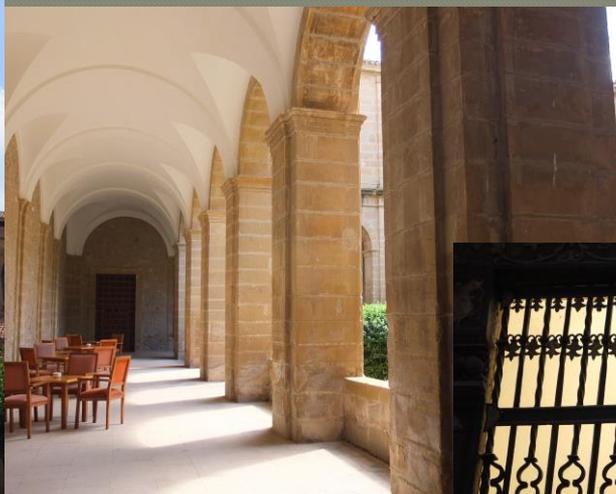


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SANTO DOMINGO DE LA CALZADA

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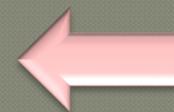


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LOGROÑO

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- A City grown up thanks to the Way of Saint James.
- We can visit the main street: Rua Vieja, still present.
- It was placed in the limit among the Kingdoms of Castille, Aragon and Navarra.
- This city is also linked with El Cid, the Medieval warrior main character of one of the Medieval Spanish poems: The song of Mio Cid. El Cid attacked Logroño as part of the rivalry he had against Count García Ordóñez.
- The Gothic church includes works by Michelangelo Buonarroti, and replaces the original Romanesque church



VIDEO



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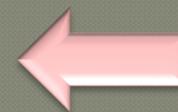


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LOGROÑO

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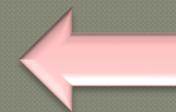


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PUENTE LA REINA

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- A town born because and for the Way of St. James.
- The bridge, built during the 11th Century allowed the pilgrims to cross the Arga river.
- The church of the Cross, of Templar foundation, can still be visited.
- This is the town where the legend of the *Txory (Bird)* and *the Virgin* is supposed to take place.



VIDEO



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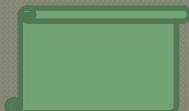


PUENTE LA REINA

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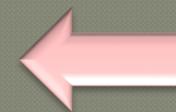
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RONCESVALLES

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- First step of the Spanish part of the Way of Saint James
- It's place in one of the natural places to cross the Pyrenees, placed at more than 1500 m over the level of the sea.
- Through this way, Charlemagne crossed this mounts direction Zaragoza, and came back after been defeated.
- The ambush suffered while they came back home here, is narrate in *The Song of Roland*, the French Medieval Poem.



VIDEO



TEXT



PICTURE



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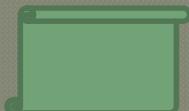


RONCESVALLES

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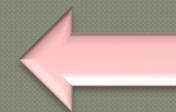
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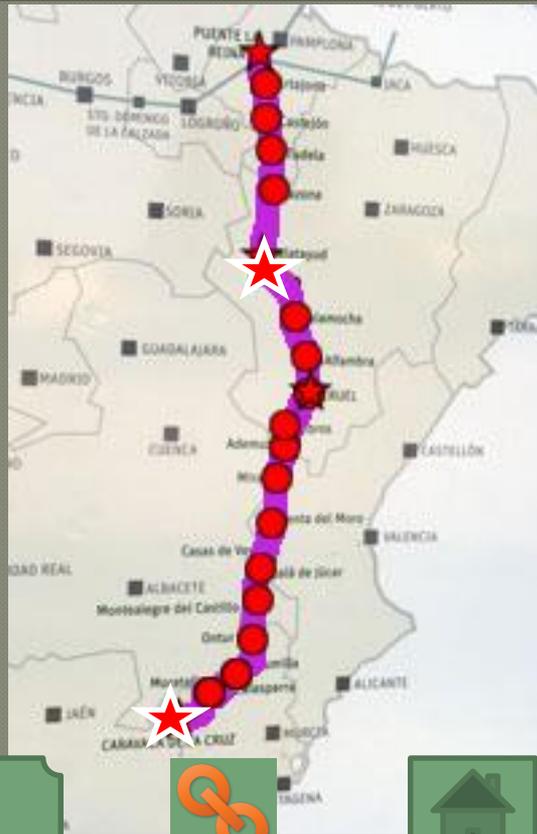


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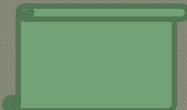


WAY OF VERA CRUZ

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VIDEO



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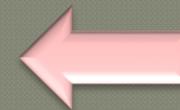
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WAY OF VERA CRUZ

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- It goes from the Pyrenees to Caravaca de la Cruz, where a fragment of “Lignum Crucis” is venerated.
- It was known during the Middle Ages and a lot of pilgrims also travelled through it.
- Currently, nearly 900 km have been recovered, and pilgrims travel again through it.



VIDEO



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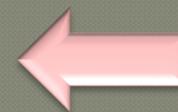


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WAY OF VERA CRUZ

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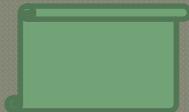
Caminos de la Vera Cruz



encantodelmoncayo.blogspot.com



VIDEO



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CALATAYUD

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- The fortified part, giving name to the city was built during the Middle Ages, and the Muslim invasion of the Peninsula. It was called Qal'at Ayyub (Ayyub's castle).
- After being reconquered by Alfonso I, the Fighter, in 1120, the city grew up and it's the second city in population and importance of Aragon.
- In 1461, Ferdinand II, later the Catholic King, is proclaimed the heir of the King in this city.



VIDEO



TEXT

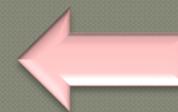


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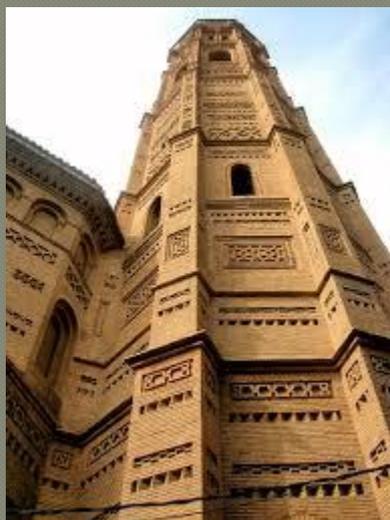


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CALATAYUD

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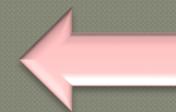
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CARAVACA DE LA CRUZ

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- Placed in the cross between the Kingdom of Grenade and the Kingdom of Murcia, it was a fortified town in the edge of the Christian kingdom. During the Middle Ages, Templars settled there, and at that time, they are supposed to have brought a piece of the Holy Cross with them.
- The Church of the Real Cross, from the 18th Century, is the place where this piece can be venerated, and it's placed into the Muslim fortress from the 10th – 11th Century.



VIDEO



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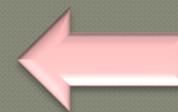


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CARAVACA DE LA CRUZ

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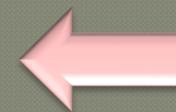
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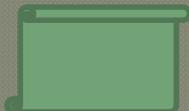
MEDITERRANEAN EXPANSION

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- During the 13th Century, kings from Aragon started their expansion throughout the Mediterranean.
- They had political reasons, but also artisans could find their raw material.
- Manufactured products could also be exported.



VIDEO



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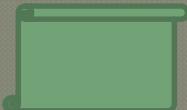


SPICES ROUTE

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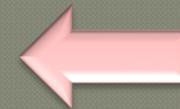
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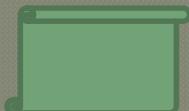
SPICES ROUTE

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- Europeans in 11th Century were used to some products due to their contact with Orient.
- The Mediterranean Sea was the nexus between Orient and Occident and was the route through which the trade of Spices took part.



VIDEO



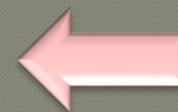
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MEDITERRANEAN ROUTE

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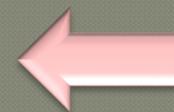


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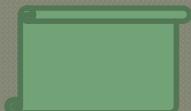
MEDITERRANEAN ROUTE

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- From southern European ports to Eastern Turkey. To exchange manufactured products and metals by silk, coffee and luxury articles.
- It arrived to the ports of Bizantium, Egypt and Syria, but also to ports in South France, Sardinia and Sicily



VIDEO



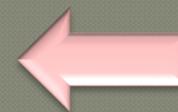
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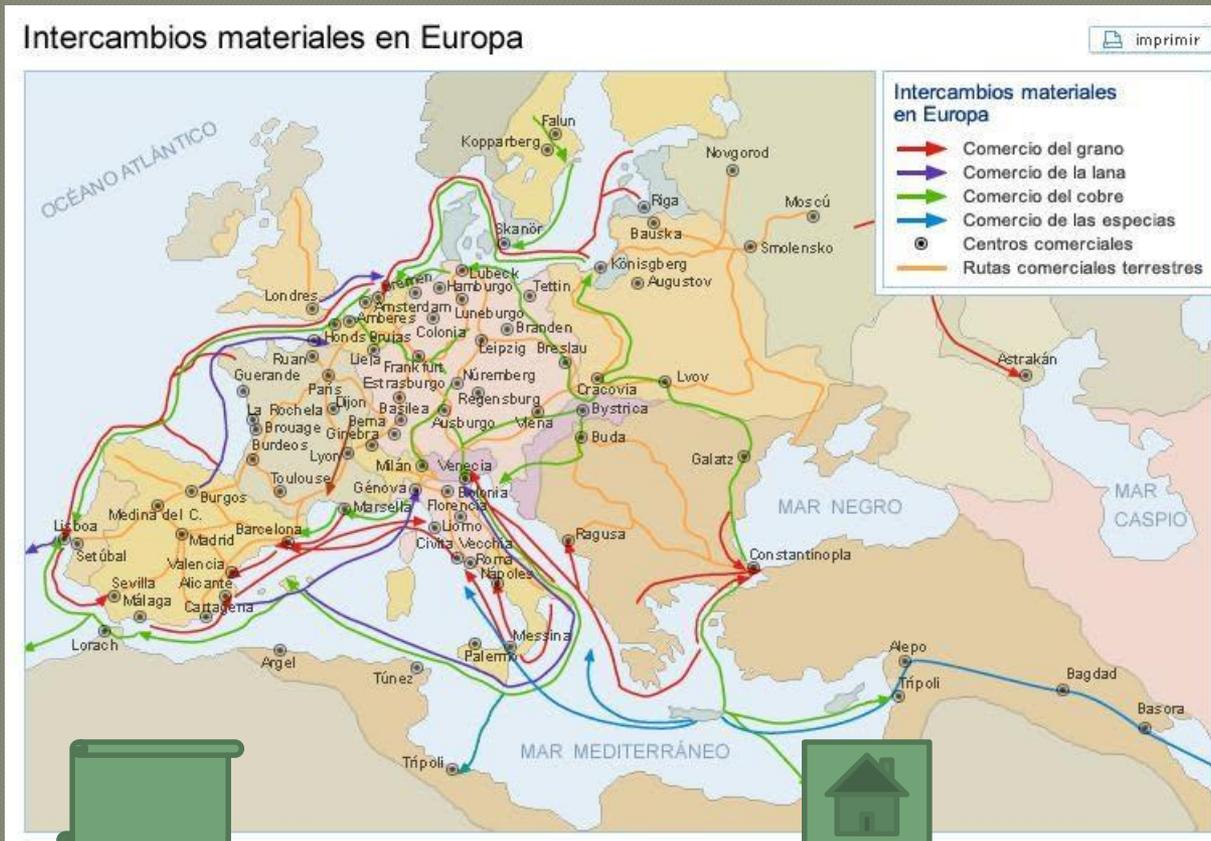


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OTHER ROUTES

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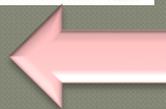
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EXPORTS



VIDEO



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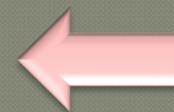


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WOOL

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- Wool was exported through the Mediterranean and the South of France. Wool from Aragon had high quality, and was sold to Italy, or transformed into fabrics in Catalonia.



VIDEO

TEXT

PICTURE

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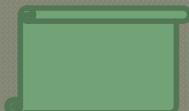


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WOOL

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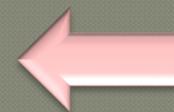
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WHEAT

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- Wheat from Aragon was exported through Ebro river to Tortosa.
- This route was frequently attacked by pirates.



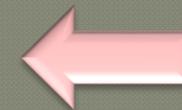
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WHEAT

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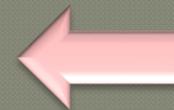
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OIL

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- Oil was sold to the south of France and Navarra. Catalonia manufactured wine, oil and dry fruits.



VIDEO

TEXT

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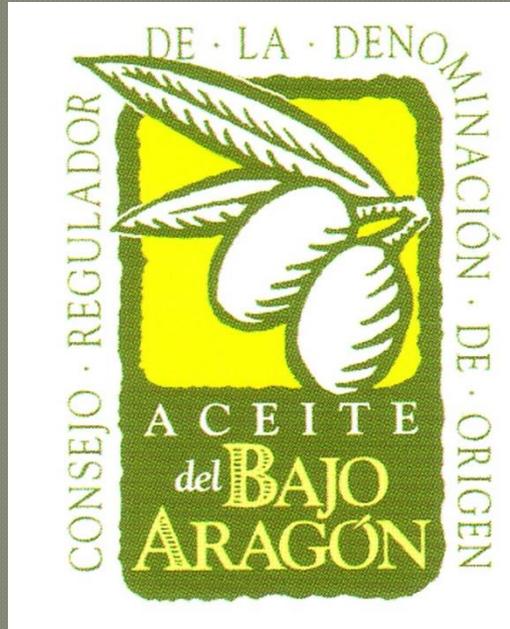


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OIL

2018
EUROPEAN YEAR
OF CULTURAL
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SAFFRON

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- Saffron from Alcañiz, Híjar, Alcorisa, Maella and Nonaspe was widely exported.



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SAFFRON

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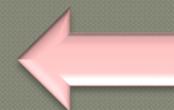
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POTTERY

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- Pottery from Muel, Calatayud and Teruel was famous.



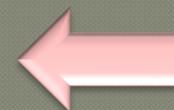
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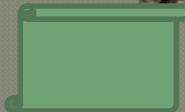


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POTTERY

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IMPORTS



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IMPORTS

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- Aragon imported manufactured products, some of them with raw materials from Aragon, or luxury products from Orient.
- Products arrived from the Mediterranean through Fraga, Ebro's route and from Barracas, were mainly spices, colourants, quality fabrics and medicines.



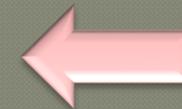
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SPICES

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VIDEO

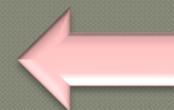
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COLOURANTS



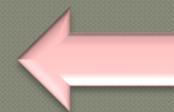
VIDEO

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MEDICINES

2018
EUROPEAN YEAR
OF CULTURAL
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VIDEO

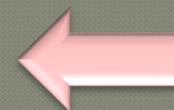
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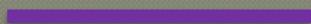


LEGEND FOR MAPS

2018 
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TRADE ROUTES



RELIGIOUS ROUTES



SEA ROUTES



RIVER ROUTES



AGRICULTURAL ROUTES



MAIN CITY



INTERMEDIATE CITY



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