

ATLAS

ADVENTURES TX

PLACES WITH STORIES

ISSUE 01
PREMIERE EDITION



TRAVEL THROUGH HISTORY

THE VIKINGS

RAIDERS | TRADERS | EXPLORERS

How Scandinavians connected a medieval world

CAMINO DE SANTIAGO

Walking through a thousand years of history

STAY INSIDE HISTORY

Remarkable places where the past still lives

PINTEREST HISTORY SPOTLIGHT

From cards to deeper stories

TRAVEL THROUGH HISTORY

THE VIKINGS

RAIDERS, TRADERS & EXPLORERS

Their ships carried warriors, settlers, craftspeople and merchants across a world connected by water.



A Scandinavian trading harbor, c. AD 900 - historical reconstruction

BEYOND THE RAID

From the late eighth to the mid-eleventh century, people from Scandinavia moved through an extraordinary maritime world. Some raided; others traded, farmed, crafted, settled, served rulers or searched for new land. Their routes connected the North Atlantic with the river systems of Eastern Europe and markets far beyond.

The modern label 'Viking' can hide this variety. Most people in Viking Age Scandinavia were not full-time raiders. They lived in households, worked farms and workshops, raised families and took part in local and long-distance exchange.



Opening feature

A WORLD CONNECTED BY WATER

The ship was the technology that made distance usable.

PERIOD

c. AD 750-1050

HEARTLAND

Denmark, Norway and Sweden

SHIPBUILDING

Light, strong clinker-built hulls

REACH

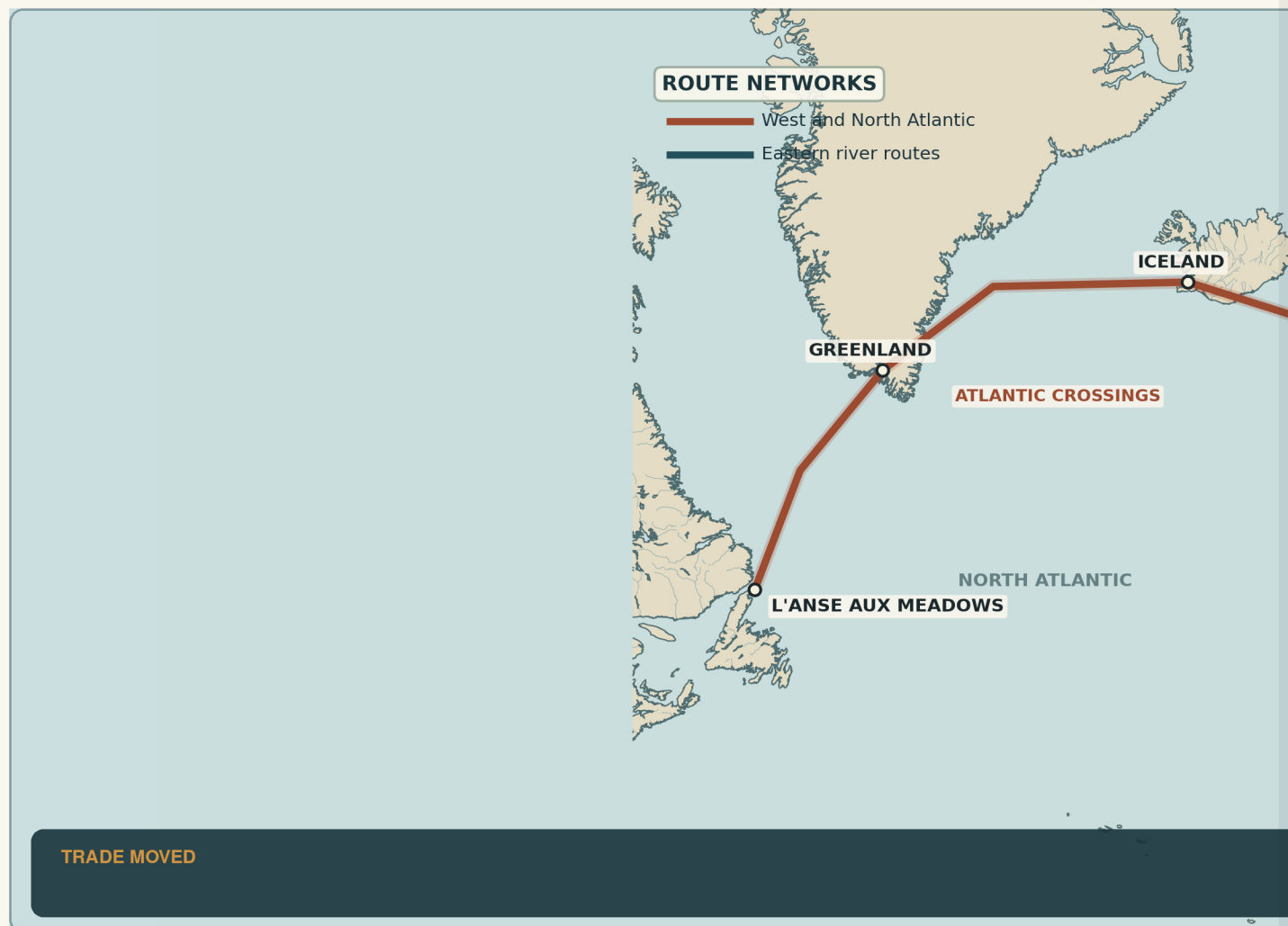
North Atlantic to Eastern Europe

WHY IT MATTERS

Ships linked migration, commerce, warfare and state-building.

THE VIKING WORLD

ROUTES WEST AND EAST



A SHORT TIMELINE

Five moments in an age of movement



From Atlantic crossings to the rivers of Eastern Europe

Ships connected settlements, markets, raids and migrations.



VISIT VIKING HISTORY TODAY

Four places where archaeology meets the journey

HEDEBY | GERMANY

Harbor, settlement and Danevirke earthworks

BIRKA | SWEDEN

An island trading town on Lake Malaren

ROSKILDE | DENMARK

Original ships and working reconstructions

L'ANSE AUX MEADOWS | CANADA

The authenticated Norse site in North America

THE VIKING MARKETPLACE

WHAT MOVED ALONG THE ROUTES



ON THE TABLE

A MARKET OF CONNECTIONS

At Hedeby, land and water routes met between the North Sea and the Baltic. Merchants, farmers and craftworkers traded necessities as well as luxuries. Some deals were direct exchanges; increasingly, silver was cut and weighed on small scales.

VALUE BY WEIGHT

SILVER BEFORE COINS

Coins, ingots and cut jewelry could all become payment. A merchant's balance and weights turned silver into a shared measure of value.

EXPORTS & NORTHERN GOODS

OUT OF SCANDINAVIA

- Furs, skins, rope and iron
- Walrus ivory, whetstones and soapstone
- Cloth, leatherwork, combs and amber goods

IMPORTS & LONG-DISTANCE GOODS

ARRIVING FROM AFAR

- Arabic silver and eastern luxuries
- Glass, ceramics, cloth, salt and wine
- Copper, tin and lead for local workshops



weighed silver | furs | amber & glass beads | cloth | ironwork | pottery

THE HUMAN COST

TRADE ALSO TRAFFICKED PEOPLE

Captives from the British Isles and Eastern Europe were sold as thralls at trading centers including Hedeby and Birka. They had sharply limited rights and were forced into household, farm and construction labor. The evidence rarely preserves their own voices; their experience belongs at the center of this history, not in its margins.

IDEAS TRAVELED TOO

Markets carried languages, beliefs, craft techniques and styles. Imported objects were copied, adapted and given new meanings; missionaries and merchants moved along many of the same routes.

TRAVEL THROUGH HISTORY

- 1 HEDEBY | GERMANY**
Trading town, harbor and Danevirke earthworks
- 2 RIBE | DENMARK**
An early eighth-century market and living-history center
- 3 BIRKA | SWEDEN**
Island archaeology from a far-reaching trading network

SHIPS THAT CONNECTED THE VIKING WORLD

TECHNOLOGY OF AN AGE IN MOTION



THE WORKING DESIGN

ONE TECHNOLOGY, MANY JOBS

There was no single 'Viking ship.' Builders adjusted length, width, draft, crew and cargo space to the work a vessel had to do.

1 SPEED + OARS

LONGSHIP

Long, narrow and shallow. Large crews could sail or row. A Skuldelev 2 reconstruction averages about 6-8 knots under sail.

2 CARGO + OCEAN

KNARR

Broader and deeper, with cargo amidships and a smaller crew. The reconstructed Ottar carries about 20 tons.

3 EVERYDAY LINKS

COASTAL BOAT

Smaller craft moved fish, livestock, farm goods and people through fjords, rivers and sheltered waters.

Longships were only part of the story.
Cargo ships and small boats made the network work.



clinker hull | oak keel | square sail | side rudder | oars

BUILT LIGHT. BUILT STRONG.

Four ideas behind the hull

- 1 CLINKER HULL**
Overlapping planks added strength without a heavy frame.

- 3 SQUARE SAIL**
Wool cloth turned wind into long-distance range.

FINDING THE WAY

Experienced sailors read coastlines, sun, wind, waves, clouds and the seasonal sky. Exactly which instruments they used remains debated; experimental voyages test what may have worked.

- 2 OAK KEEL**
A long T-shaped keel formed the ship's spine.

- 4 SIDE RUDDER**
The steering oar sat on the starboard side near the stern.

SEE THE SHIPS TODAY

ROSKILDE | DENMARK
Five original ships and a working boatyard

LADBY | DENMARK
The ship grave preserved inside its mound

SAGASTAD | NORWAY
Full-scale Myklebust ship reconstruction

LIFE BEYOND THE RAID

FARM, FAMILY & THE WORK OF SURVIVAL



THE FARM AT WORK

THE FARM WAS THE CENTER

Most people lived in small agricultural communities. A farm joined shelter, food production, craft and storage into one working household.

SHELTER + STORAGE

THE LONGHOUSE

People cooked, worked, slept and stored goods around a central hearth. Some houses also sheltered animals at one end.

LAND + SEA

FOOD

Cereals, vegetables and dairy met meat and fish. Berries, fruit and honey added sweetness; every season required planning.

MAKE + MEND

HOUSEHOLD WORK

Spinning, weaving, woodworking, leatherwork and tool repair turned local materials into the things a family needed.

Most lives were rooted in land, household and season.

The famous voyages depended on work done at home.



wool | crops | livestock | repair | cooking | care

WHO DID THE WORK?

WOMEN

Household management, food and textile production were central; authority varied with wealth and place.

MEN

Farming, herding, fishing, building and craft filled most lives; only a minority went raiding.

CHILDREN

Play existed, but work began early: tending fires and animals, gathering fuel and helping with food.

STATUS MATTERED

Free and unfree people could share a farm but not its rights. Thralls were compelled to do hard labor, while wealthy halls and poor farms were very different worlds.

THE YEAR SET THE PACE

SPRING

Sow, birth, repair

AUTUMN

Harvest, preserve

SUMMER

Graze, fish, travel

WINTER

Spin, weave, mend

TRAVEL THROUGH DAILY LIFE

LOFOTR | NORWAY

A reconstructed chieftain's longhouse at Borg

RIBE | DENMARK

The reconstructed Hviding Farm, c. AD 980

STONG | ICELAND

A turf farm based on an excavated farmhouse

VIKING SETTLEMENTS

YOU CAN VISIT



THE NORTH ATLANTIC EDGE

FIVE PLACES, FIVE VIKING WORLDS

These are not interchangeable attractions. One preserves an international port, another an island town; one reveals a city below a city, one a chieftain's estate, and one the farthest verified Norse foothold west.

WHERE THEY ARE

1-5 match the visitor guide



*Stand where the Viking world became a place.
Five sites reveal five very different kinds of settlement.*



Site-inspired editorial view of a turf-built Norse heritage landscape

CHOOSE YOUR VIKING JOURNEY

What survives - and what you will experience

1 HEDEBY GERMANY BEST FOR: TRADE CROSSROADS

Walk the semicircular rampart; see the museum, seven reconstructed houses and a jetty based on archaeological finds.

3 YORK / JORVIK ENGLAND BEST FOR: URBAN LIFE

Go beneath modern York into the Coppergate story, with archaeology and a reconstructed ride through Viking-age Jorvik.

2 BIRKA SWEDEN BEST FOR: ISLAND TOWN

Explore grave mounds, ramparts and the settlement landscape, plus the museum and reconstructed Viking-age houses.

4 LOFOTR NORWAY BEST FOR: CHIEFTAIN'S FARM

Enter the reconstructed chieftain's longhouse at Borg, then follow the cultural landscape toward the harbor area.

5 L'ANSE AUX MEADOWS CANADA BEST FOR: ATLANTIC FRONTIER

See protected 11th-century Norse remains, original finds and Parks Canada's recreated base camp on Newfoundland's northern tip.

PLAN WELL Birka is reached by boat, and outdoor or living-history programs can be seasonal. Confirm current schedules before booking flights, ferries or timed admission.

THE CAMINO DE SANTIAGO

A ROAD THROUGH TIME



FOLLOWING THE YELLOW SHELL

FROM SEA ROUTES TO PILGRIM ROADS

The Viking world moved across seas. Medieval pilgrims moved across a continent. These are different histories, joined here by one idea: routes connect distant communities and leave landscapes we can still follow.

THE CAMINO IS NOT ONE ROAD

Paths from across Europe converge on Santiago de Compostela. The Camino Frances became the best known, but pilgrimage to Santiago has always formed a network rather than a single trail.

DESTINATION

FAITH

A shrine associated with St. James drew travelers toward Santiago from the ninth century onward.

ALONG THE WAY

CARE

Churches, hospitals, hostels and bridges developed to guide, shelter and support pilgrims.

ACROSS BORDERS

EXCHANGE

Walkers encountered different languages, customs and landscapes, carrying stories in both directions.

A pilgrimage became a network.

A network became a living journey.



Camino-inspired editorial scene in the Galician countryside

THE ROAD THROUGH TIME

Five moments in more than a thousand years of movement



9TH CENTURY

A SHRINE EMERGES

A tomb believed to be that of St. James is identified in Galicia; pilgrimage toward Santiago begins.

1075

CATHEDRAL BEGINS

Construction starts on the Romanesque cathedral that will anchor the destination.

MIDDLE AGES

A NETWORK GROWS

Roads, churches, hospitals, hostels and bridges serve pilgrims from across Europe.

1987

A EUROPEAN ROUTE

The Saint James Way becomes the Council of Europe's first Cultural Route.

1993 / 2015

WORLD HERITAGE

UNESCO lists the Camino Frances, then extends the property to northern routes.

A LIVING ROAD

Today's walkers may travel for faith, reflection, culture, challenge or companionship. They move through a landscape shaped by more than a thousand years of human movement.

HOW THE CAMINO BEGAN

FROM SHRINE TO PILGRIMAGE NETWORK



THE MEDIEVAL ROAD

TRADITION, SHRINE AND CITY

Christian tradition linked James the Greater with Iberia and held that his remains came to Galicia. In the ninth century, a tomb believed to be his was identified; worship at the site created a destination around which Santiago grew.

SACRED STORY

THE TRADITION

James was believed to have preached in Iberia and to have been carried to Galicia after his martyrdom.

MEDIEVAL RECORD

WHAT HISTORY SHOWS

A ninth-century tomb cult and shrine are documented; construction of the Romanesque cathedral began in 1075.

HOW A DESTINATION BECAME A NETWORK

1 SHRINE

Worship, patronage and buildings establish a recognized destination.



2 PILGRIMS

Travelers create demand for routes, shelter, food, worship and safer crossings.



3 NETWORK

Institutions and towns adapt, linking Galicia to roads across Christian Europe.

A destination needed a road.
The road needed people who would receive travelers.



Editorial reconstruction of a late-12th-century pilgrim road in northern Iberia

THE ROAD WAS BUILT TO RECEIVE PEOPLE

Pilgrimage became possible at scale because communities supplied places to worship, sleep, eat, recover and cross difficult ground.

MONASTERIES

Some offered hospitality, food, worship and institutional continuity along long stretches of road.

PILGRIM HOSPITALS

Charitable houses for strangers and the sick could provide beds, meals, basic care and spiritual support.

BRIDGES

Safer river crossings fixed routes at strategic points and helped nearby settlements develop.

CHURCHES

Churches and chapels supplied worship, relics, ritual and recognizable stages along the journey.

MARKET TOWNS

Pilgrim traffic supported lodging, food sellers, repairs and exchange. Some settlements grew around bridges, shelters and sacred sites.

WHO WALKED? Clergy and laypeople, elites and ordinary travelers, men and women. Many completed the journey without leaving a personal record.

THE MANY ROADS TO SANTIAGO

SIX PILGRIM ROUTES. ONE DESTINATION.

IBERIAN OVERVIEW

The principal routes approach Santiago from the Pyrenees, Spain's northern coast, Asturias, Atlantic ports, Portugal and the old north-south road from Seville.



— FRANCÉS

— NORTE

— INGLÉS

— PORTUGUÉS

— PRIMITIVO

— VÍA DE LA PLATA

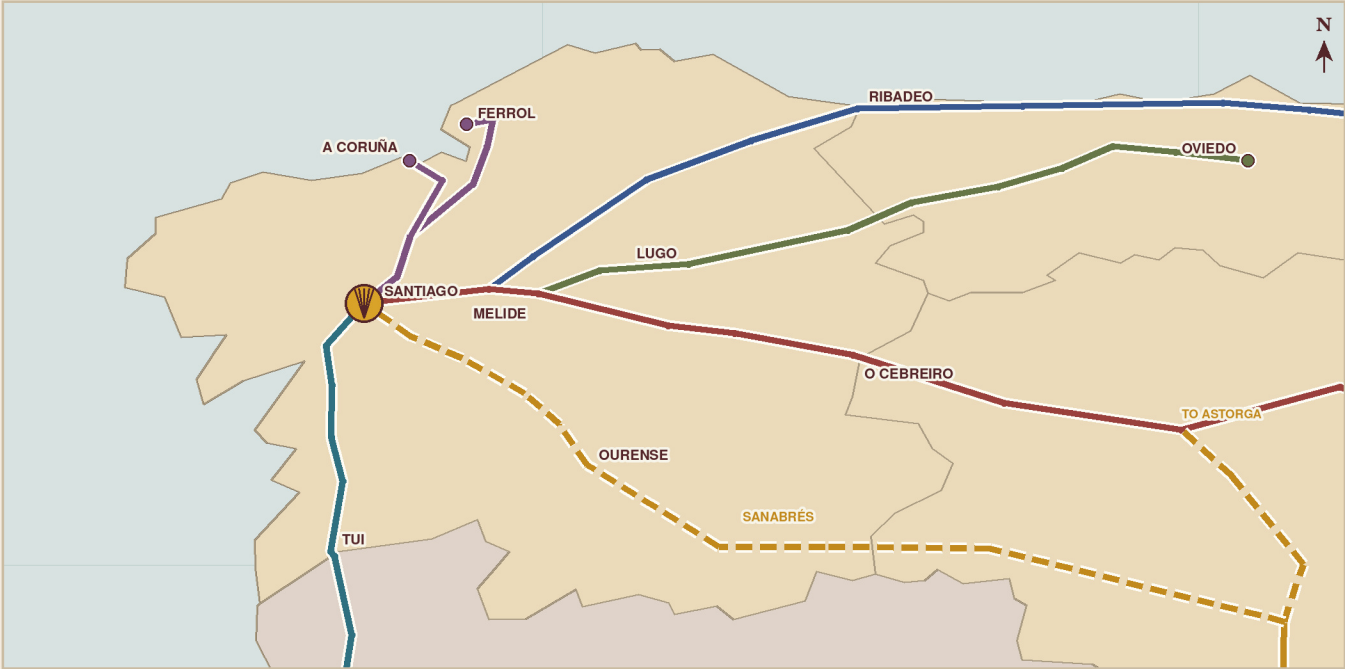
Solid line: named route | Dashed gold: Vía de la Plata continuations

Every route shown here finishes at Santiago de Compostela.

The Camino is a network,
not a single road.

WHERE THE ROADS CONVERGE

GALICIA + THE NORTHWEST



CHOOSE THE ROAD, THEN FOLLOW ITS CHARACTER

FRANCÉS
Saint-Jean-Pied-de-Port - Pamplona - Burgos - León - Santiago
The best-known east-west corridor across northern Spain.

PORTUGUÉS
Lisbon or Porto - Tui - Pontevedra - Santiago
An inland approach with a separate coastal variant.

NORTE
Irún - Bilbao - Santander - Ribadeo - Santiago
A long route following Spain's northern coast before turning inland.

PRIMITIVO
Oviedo - Lugo - Melide - Santiago
An older mountain road crossing Asturias into Galicia.

INGLÉS
Ferrol or A Coruña - Bruma - Santiago
Two historic port branches converge before Compostela.

VÍA DE LA PLATA
Seville - Mérida - Salamanca - Zamora
Continue to Astorga and the Francés, or take the Sanabrés route through Ourense.

READING THE SPLIT
From Zamora, Vía de la Plata pilgrims may continue north to Astorga and join the Francés, or turn northwest on the Camino Sanabrés through Ourense. Both options are shown.

Map: Eurostat/GISCO NUTS 2024 boundaries | Routes: Xunta de Galicia and Spain Tourism | Generalized overview - not for navigation

WALKING THE CAMINO TODAY

ROAD, REST AND RITUAL



A MODERN MORNING ON THE CAMINO

Editorial travel reconstruction in rural Galicia

THE CREDENTIAL: YOUR RECORD OF THE ROAD

THE PILGRIM'S CREDENTIAL

A passport made meaningful by the stamps collected along the road.



EDITORIAL REPRESENTATION

OFFICIAL RECORD

STAMP AS YOU GO

The credential is issued through the Cathedral's Pilgrim Office or authorised organisations. Collect dated sellos along each stage; current guidance requires at least two per day over the final qualifying distance.

AT THE FINISH

THE COMPOSTELA

For the traditional certificate, walk or ride at least 100 continuous kilometres toward Santiago, or cycle at least 200, on a recognised route. The pilgrimage must also meet the Cathedral's stated spiritual or religious purpose.



SCALLOP SHELL + YELLOW ARROW

The shell identifies the pilgrimage tradition; arrows and official waymarkers provide practical direction. Follow current signs, but keep updated route information available for confusing junctions or diversions.