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AXIS OF EVIL MAPPING NEWSLETTER #10 OF 2026 – Mid-October

INTRODUCTION

This month's newsletter is being sent out a bit later than usual, as Lan and myself were in Kyrgyzstan during September. This is a name I've finally learned how to spell, and we were in Germany, staffing our stand at this year's Frankfurt Book Fair. We only arrived home a few days ago and are anxious to get this newsletter out of the way ASAP. In our previous newsletter, I indicated that there would be more information about titles and lines by firms ITMB represents. Unfortunately, there hasn't been time to include such information at this time, but the November newsletter will be coming soon and will include more coverage of what you can get from ITMB.

NEW TITLES THAT ARRIVED DURING THE MONTH OF SEPTEMBER

We started September with 28 titles at press. I hasten to add that such a scenario is unusual, but some of those titles had already been printed and were on their way to us, while others were in the process of being printed, and others had just arrived at press. Ten have arrived already, some of which are for November release dates. The following titles have arrived and are being released with this newsletter: **Adirondack Park/New York State** (a brand new title), **Africa Northwest, Beijing/Great Wall, Ecuador, Germany Southern, Hiroshima/Western Japan, Jakarta/Western Java, Trans-Canada Highway, and Turkey West**. Thus, three brand new ITMB titles as well as much needed fresh editions of popular titles are now here. Ordering details are noted in our New Releases section, below. Each month is like Christmas!

FRANKFURT BOOK FAIR

ITMB has been a mainstay at the Frankfurt Book Fair for 43 years, non-stop. In 2022, during Covid, we were the only map publisher exhibiting and, yes, we had quite a few attendees at our stand in the middle of an otherwise rather empty Building 3.1, with very wide aisles. This year, we moved to Building 5.0 and found ourselves to be the only map publishing house in the entire book fair. Understandably, most of our distributors and regular customers did not want the expense of a trip to Frankfurt just for one stand, but some did and we had meaningful meetings with Craenen, Freytag, Cordee, Trailblazer, and others, We learned that Freytag, Mairs, Reise Know-How and others are downsizing maps to concentrate on other ventures, which possibly explains why our sales are improving. I'd rather have more competition, but if others are dead from the neck up, so be it.

KYRGYZSTAN – AN ADVENTURE!

Lan and I visited the central Asian country of Kyrgyzstan in September. It isn't the easiest country in the world to reach, but entry is easy for most people, being visa free. Bishkek, the capital, is a modern city while retaining a considerable number of Russian Imperial and Stalinist buildings, with lots of hotels priced from $30 on up. We were on a Gate 1 tour, so once we reached the hotel, our guide organized everything. We stayed in Yurts in remote regions, a Soviet-style resort, a guest house in the middle of nowhere, and several quite acceptable hotels. The food was neither Chinese nor European, but heavily into salads and chicken dishes. Pork was not available in a Muslim country. The weather was surprisingly warm and sunny, the main roads in good condition (although secondary ones dated from the Soviet era and were in poor condition). Kyrgyzstan is a mountainous country, but has fertile valleys and is self-sufficient in most foods. We learned that apples, garlic, and onions originated here many centuries ago, as did tulips. In many respects, the country has not yet emerged from the Soviet era. All the store signs are in Russian, as are all traffic signs, and the people seem to speak Russian to each other in normal conversation. English is not well understood except in the travel industry, but everyone was quite friendly. The nation is building a railway to connect with neighbouring China, but gets all its petroleum needs from Russia, so is balancing on a tightrope between two powerful and aggressive neighbours. We enjoyed our visit and are now updating our data base for our country map of Kyrgyzstan for when we need to do an update. A nice country, tourist friendly, and well worth a visit, if a tad off the beaten path. It had thirteen million visitors in 2026.

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THE USA – RELAX, IT'S NORMAL FOR CHAOS TO ERUPT DURING AN ELECTION

As I write this, the news media is obsessed with predicting gloom and doom regarding the forthcoming American mid-term elections in early November. Remember, the sun will still rise in the east and set in the west after November 3, so everyone should take a deep breath and relax. American elections are like a gigantic circus, with 50 different ringmasters and seemingly no one in charge. Yes, this is a consequential election, and yes, 99% of the votes will be cast and tabulated properly and efficiently, and no, we won't know the result of all the races by midnight. There will be much drama, much lamentation, accusations flying left, right, and centre, and a lot of unhappy candidates. Outsiders, like myself, look on American elections with great trepidation. So much is at stake that it is always a concern that one side or the other will declare a foul and start shooting. Whoever wins, the world will carry on. The war in Iran will not stop just because Trump wants it to, any more than Putin can win in Ukraine. The vast majority of Americans are good, decent people and we have to respect their right to choose who they want to govern themselves. It's what happens after the election that gives me the creepy willies! Will Congress be called back into session to certify the election results or will Trump try another end run? We live in interesting times!

A NOTE FOR ALL ABOUT OUR NEW ITMB EQUAL-AREA WORLD MAP

Recently, the United Nations approved the Equal-Area map of the world as the 'official' map of the world. It is a Projection that makes Africa appear larger than it normally shows, and like all projections, distorts certain other areas as well, notably Canada, Russia, and Greenland. ITMB is in the final stages of being able to publish this map as a flat wall map, on durable paper suitable for framing. Watch this space! Coming soon to a store near you! Maybe your store.

9/11: ITS 25th ANNIVERSARY

September the 11th has come and gone, and poignant scenes of bereaved individuals holding ceremonies all over North America were on every news channel. This was one of those days in history that has become seared on one's brain. Everyone old enough to remember the planes crashing into the World Trade Towers and the Pentagon knows exactly where they were on that fateful day and what they did, as if it were yesterday. Tragic though that day was, there is a moving story about it that has rarely received much attention. The immediate aftermath of the planes hitting the two towers, and the two other planes that shortly crashed into the Pentagon and into a field in Pennsylvania utterly paralyzed the USA. The country was obviously under attack, but by who? And why? How many other planes were there? What to do? Panic ensued.

Apart from the obvious brave actions of first responders rushing to the scene of tragedies, it was obvious that planes were involved in a massive attack on the USA by parties unknown, but not by China or Russia. NORAD, the North American Air Defense Command, was the first to react, issuing a demand that all civilian aircraft land as quickly as possible. This order was given by the Canadian officer in charge of NORAD Command Center, in Colorado Springs. This was quickly followed by an order from the FAA (Federal Aviation Authority) reinforcing that demand. There were, at that point in time, some 5,000 non-military aircraft flying in the airspace of the USA, and it took about 30 minutes for all of these planes to land safely in the nearest airport, wherever that may be.

Sounds sensible. The problem was, no one told the Canadians, where hundreds of planes were flying at that moment in time, both domestically, and to and from international destinations, many of them towards the USA. Most flights from Europe, for example, fly over Canada to reach American destinations, especially in the mid-West and on the west coast. The Canadian cabinet minister in charge of Transportation made one of those decisions that leaders sometimes have to make and ordered all aircraft in Canadian airspace to land. Sensible though that decision was, the Minister actually had no authority whatsoever to order pilots of foreign flights in Canadian air space to do anything. As absolutely no information was coming from the USA as to what was going on, Canada just had to 'wing it'. Fortunately, it was the correct decision, and planes began re-orienting towards the nearest practical airport capable of landing a very large passenger plane.

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The difference between Canada and the USA is that the more southerly country has a wealth of airports capable of landing large passenger jets. Canada does not. As anyone who has flown to or from Europe knows, Canada is a great big blob of nothingness for hours on end – no towns, no roads, and definitely no airports. However, the terrified Americans were threatening to shoot down any plane that entered US air space. That caught the attention of pilots! At the time of the height of the tragedy, there were more than 500 very large passenger aircraft en route to North America from destinations in Europe, Africa, Asia, and Latin America. These planes held some 85,000 passengers. Some of the planes had the capacity to return to wherever they came from safely, but some 270 planes had travelled past the point of no return and HAD to land in America – ostensibly NOT in a country threatening to shoot them down and murder some 33,000 innocent passengers. Granted, the Americans were in panic mode, and weren't thinking clearly, but no pilot was willing to run the risk that some gun-happy American airman might just decide to send a guided missile into his plane. Land, they would, but where?

The obvious answer was to land in Canada, but that presented two problems. First, most of the pilots had never done so and were unfamiliar with Canadian airport runways and operating procedures. Second, Canadian authorities did not want planes flying anywhere near the major cities of Montreal or Toronto, fearing that a plane might be under the control of a terrorist. That left Halifax, Vancouver, Edmonton, and Calgary, as well as a coterie of very small towns such as St. John's in Newfoundland, Gander, Stephensville, in Labrador, and Moncton, in New Brunswick, and a few others with long enough runways to land enormous jet passenger planes, hopefully safely. In all, Canadian air traffic controllers diverted 239 giant planes to 17 different Canadian airports and landed them all safely, an incredible accomplishment, considering that no plan or training existed to deal with such an unprecedented situation and American air traffic controllers were completely unhelpful. West coast airports were able to handle all the flights coming from Asia, but the east coast airports were ill-equipped to handle such large aircraft, when at one point in time, a fresh plane needed to land somewhere every 90 seconds.

That cleared Problem Number 1, getting the aircraft on the ground, but immediately created Problem Number 2. Vancouver's airport could, with difficulty, land and provide boarding spaces to a large number of aircraft, which could quickly off-load passengers, who were often confused and upset, and many of whom did not understand English and had no idea why they were being off-loaded. The planes could then be quickly moved to some sort of vacant space to make room for yet another plane, and another, and then another. Smaller airports, such as Halifax or Moncton, soon ran out of room to store planes, and the more isolated settlements had major all-hands-on-deck crises to deal with. Gander, for example, had no Customs officials, no passport inspectors, and only two RCMP officers and three air controllers, who suddenly found themselves with 6,500 stranded passengers and 38 enormous jet aircraft parked higgledy-piggledy wherever there was room. Miraculously, no aircraft anywhere in Canada collided with another aircraft. In all, 33,000 unexpected guests arrived somewhere in Canada within a few short hours and were stranded, as no aircraft could take off.

This wasn't the worst of it. Every single individual had to be processed through passport inspection and re-united with their luggage. As nobody knew who had perpetrated the attacks in the USA, no one knew who to look for as a possible terrorist, nor were most officials trained on what to look for. 33,000 passengers, not knowing where they were or why their flights had been interrupted, were understandably upset. One simply cannot have so many people milling about, most of whom lacked visas to enter Canada in the first place. Many spoke neither English nor French. It could have been chaotic, but airport staff processed everyone, even those without visas. Volunteer translators appeared out of seemingly nowhere to deal with thousands of passengers in Pakistani, Vietnamese, Hungarian, Syrian Arabic etc. and most passengers were eventually re-united with their luggage.

That was Problem Number 3; and led directly to Problem Number 4: what to do with thousands of unexpected individuals until everyone could settle down and be dealt with in a calm and orderly fashion. Again, in cities such as Vancouver, hotel rooms could be found for most passengers, and hundreds of locals drove to the airport and offered to take two or four passengers, sight unseen, and take care of them until everything could be sorted out. That happened at airports all over Canada, but one airport has found its place in history as the shining symbol of Canadian ingenuity and hospitality - Gander.

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Gander, Newfoundland, inherited an old US air force base from World War 2 as its airport, thus had a long runway. Its three air controllers pulled off miracles landing 38 planes in very short order, and off-loading 6,900 passengers into their tiny terminal. Processing them proved to be an impossible task for the two RCMP officers, so everyone was just allowed to enter Canada. After all, where could they go? Gander was in the middle of nowhere, The town had a population of 9,000, so almost doubled in size in a matter of hours. Hotel accommodation was used up within minutes, and local volunteers rushed into action, setting up beds in school gymnasiums, community centres, and the local hockey arena. Nearby settlements rushed school buses to the airport and loaded bewildered passengers onboard for long drives to distant towns. Amusingly, one such bus had to grind to a stop while a lumbering moose wandered across the highway. This was a normal happening for locals, but the passengers had never seen such a large animal and were suitably amazed!

Anyway, Gander found a way to house thousands of unexpected arrivals. Feeding them was another matter. The local grocery store soon ran out of food supplies, and the local restaurant became a soup kitchen, serving meals non-stop for days. Every household had at least one family being accommodated. Remember, no one could leave. Newfoundland is an island, and none of the passengers had any choice except to wait out the crisis. Of course, language problems abounded. No one spoke Arabic in the town, for example, so one of the stranded passengers acted as translator for hundreds of Syrian and Turkish passengers. There was no mosque in town, so a classroom in the local elementary school was designated for Muslim prayers. Similarly, there was no synagogue, so another room was allocated for Jewish believers – right next door to the Muslim room! So, this little town of some 9,000 Canadians suddenly found themselves hosting the entire world, at least that portion that consisted of 6,900 passengers, and did so with grace and competence and a sense of community that was truly amazing. The local high school rounded up enough hockey players to form up two teams, and they played non-stop hockey for a rotating audience that had no idea what hockey was, until the players dropped from exhaustion and were carted off by their parents. The passengers enjoyed watching though, and cheered on every move, even if unsure why they were cheering. It was entertaining, and it filled otherwise boring hours, day after day.

Another unexpected crisis had to be dealt with that no one could have anticipated. Several of the aircraft had animals aboard, being transported to the USA. The local Gander SPCA office of one person started querying whether or not there were any animals needing attention. At first, everyone was too busy to take notice of her, but she persisted, and was eventually allowed to visit the cargo compartments of each aircraft, where she discovered an amazing total of 19 animals, including (are you ready for this?) – 2 apes. That's right, apes! Not monkeys, not chimpanzees, but fully grown and very upset Apes. What to do? Well, Gander is blessed with a large number of hangers, a legacy from WW2, so all of the animals were moved to one warehouse, and this lady spent the next week walking and feeding and pampering a wide variety of cats and dogs, and reassuring their owners that their beloved pets were being well taken care of. As for the Apes, it turned out that three of the stranded passengers were actually the assigned handlers of these animals, and they were able to calm them down and take care of them for the next week. Food had to be trucked in to feed them, and I'm sure that someone in Newfoundland was perplexed to be receiving emergency requests for large quantities of bananas for Gander ASAP!

After a week of this, most passengers developed a close attachment to the people of Gander, who were, after all, true heroes. Eventually, the Americans decided that planes could fly again, and one by one the 38 aircraft re-loaded their passengers and took off one by one for destinations in the USA. The small town returned to being a small, isolated, town, and that should have been the end of it – but someone wrote a play about this extraordinary time and called it Come From Away. It became a Broadway smash hit and has been playing all over the place ever since. If you get a chance to see it, do so. It's wonderful. Gander is now famous and holds annual reunions for passengers every 9/11. Why not? It's what Canadians do. No big deal.

There is a nasty underbelly to this entire 9/11 saga that needs to be told. The Americans blamed Canada for 'letting terrorists into the USA from Canada' to instigate terror in the USA. This was a disgraceful slur without foundation by Americans refusing to admit that they themselves had allowed Saudi terrorists to enter the USA in Miami for flight training. Canada suffered much vitriol as a result of this unwarranted accusation, and the Americans have never apologized for besmirching Canada so unjustly.

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Furthermore, the President of the USA, George Bush, absolutely refused to thank Canada for saving 33,000 innocent airline passengers and 238 aircraft, for accepting responsibility for caring for many thousands of upset individuals, and for accommodating to their needs with compassion during a crisis, with no compensation asked for or provided. Canada did not do what it did on 9/11 to seek thanks or praise or compensation; it did what it did because it was necessary, and the right thing to do. Shame on America. End of lecture.

CANASKA

Colonel Blimp loves to pretend that he has the authority to re-name international place names. He does not, but that doesn't stop him from fabricating false names for such entities as the Gulf of Mexico, or Lake Ontario. He's a joke, but it is worrying that such a demented individual has the power to set off a nuclear war. Now, he is trying to re-name New Mexico as New America, North Carolina as North America – oops, that name's already taken - and wants the Strait of Hormuz named after himself, and maybe an ocean or two. Insane, of course, but what can one expect from a crazy old coot fixated on his own image in the mirror! Canada has decided to fight back. We have annexed Alaska as Canada's 11th province and re-named it Canaska. No more pesky border or funny green money! Universal health care for all and an end to extortionate gas prices. Who can resist?

TITLES THAT HAVE RUN OUT OF COPIES DURING SEPTEMBER

Inevitably, we have expended our inventory of a few titles during September. In most cases, the new edition is ready to replace it, or is at the printer and expected shortly. Occasionally, we are caught short when a larger order than we normally receive brings a print run to a close faster than expected, and we have to scramble to get an update completed quickly. This month, we wish to advise that the following are out of stock:

Cuzco/Inca Trail – a fresh edition is at press and expected in November

Eastern Europe – a fresh edition is at press and expected in December

Georgia and Armenia – a fresh edition has been printed and is expected in October

Halifax – A fresh edition has been printed and is expected shortly. Please continue to order.

Honolulu/Oahu Island is in update stage. A fresh edition should go to press in November

Jersey/Guernsey – a fresh edition has been printed and is expected in November

Mongolia – a fresh edition is at press and expected in November

Nepal – a fresh edition has been printed and is expected in December

Togo/Benin – a fresh edition has been printed and is expected in November

Uruguay/Montevideo – a fresh edition has been printed and is expected in November

Yukon is at press and expected in December

(Lots of fun titles for the next Axis Newsletter!)

NEW RELEASES TO THE END OF SEPTMBER, 2026

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Adirondack Park & New York State Travel Reference Map 1st Edition 2027 on waterproof paper 1:224,000/1:850,000 ISBN 9781771290463 UPC 817712904638 $15.95cdn/us E/GBP 12.90 – The Adirondack Mountains stretch from west of Plattsburg, NY to west of Sarasota Springs, and west to Old Forge. It is a very special part of the American heritage, and acted as a natural barrier to westward expansion in the early colonial era, keeping settlers close to the Atlantic Seaboard. Gradually, passageways through the mountains were discovered and America moved westward, but the Adirondacks remained a peaceful recreation region with few towns and no industries. Today, it is a recreational focal area for tens of millions of Americans. Its highlights tend to be works of nature – Mount Mary, Lake Placid, the Saranac Lakes, Whiteface Mountain, and Lake George, with historic centres such as Fort Ticonderoga. This is a wonderful recreational hot-spot just waiting to be explored! Side 2 is the hinterland of the park, the State of New York and surrounding areas, from Cape Cod to Buffalo to Trenton, NJ, covering all the attractions of this large and densely-populated part of the USA. Apart from the New York City urban agglomeration, the state has countless museums, parks, camping areas, historical sites, and recreational opportunities marked on it. A Top Attractions list notes a few such must-see sites, but there are many more! **AVAILABLE**

Africa Northwest Travel Reference Map 2nd Edition 2027 1:3,200,000 ISBN 9781771290470 UPC 817712904706 $15.95cdn/us E/GBP 12.90 – This map covers an enormous portion of Africa, essentially the bulge at the top of the continent. Side 1 covers Morocco, Aleria, most of Tunisia, and the northern half of Mauritania. The Canary Islands are also included. This is perhaps the more meaningful side of the map, as it shows the route through southern Morocco to the Mauritanian border, which is reportedly drivable by a reasonably-equipped vehicle. Although we show the division between northern and southern Morocco, the so-called Western Sahara political entity does not exist in reality, and the entire area is under the control of Morocco, and has been since 1974. However, the region is contested between Morocco and Algeria, and the border between those two countries has been closed for many years. Side 2 is very interesting, in that it covers what is normally thought of as West Africa, from southern Mauritania to Nigeria, with excellent coverage of Senegal, Guinea, Liberia, Ivory Coast, Ghana, Togo, Benin, and large portions of Mali and Niger. This is a regional map for an important, if somewhat troubled part of the world. **AVAILABLE**

Beijing & The Great Wall Travel Reference Map 5th Edition 2027 on waterproof paper 1:22,000/1:280,000 ISBN 9781771291224 UPC 817712912244 $13.95cdn/us E/GBP 9.90 – China is now accepted as being a 'great power'. Beijing is its capital and contains many wonderful places to visit. It is also relatively easy to reach, now that China has withdrawn visa requirements for most individuals. The city itself fills Side 1, with such treasures as the Forbidden City (the former royal palace), Tiananmen Square, the Temple of Heaven, and the Jinyu Hutong neighbourhood of traditional houses topping the list of attractions. All current subway lines are also shown, as well as a wide selection of hotels, temples, shopping areas, and museums. An inset of the Forbidden City complex is also included. Side 2 concentrates on the immediate hinterland of Beijing, with the Great Wall segments that have been restored, the wonderful Ming tombs, and the actual bridge Marco Polo crossed over when he was finally allowed to leave China. This side also shows the concentric ring road motorways surrounding Beijing, which are a wonder in themselves. **AVAILABLE**

Ecuador Travel Reference Map 8th Edition 2026 on waterproof paper 1:660,000 ISBN 9781771292771 UPC 817712927712 $14.95cdn/us E/GBP 12.90 – Of all the countries in South America, Ecuador offers more travel pleasure than any other. Side 1 deals with the northern half of the country, with inset maps of Quito, the capital, and the principal Galapagos island of Santa Cruz. This side also has that magical imaginary line, the equator, just to the north of Quito. Side 2 concentrates on the southern part of the country, with a large inset of its largest city, Guayaquil. The main north-south highway also passes through Cuenca, with its wealth of colonial buildings and massive cathedral. The Pan-American highway also joins the country to Peru. The eastern part of the country is largely undeveloped jungle, part of the Amazon eco-system, increasingly important for tourism. **AVAILABLE**

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Germany Southern Half Travel Reference Map 3rd Edition 2027 1:350,000 ISBN 9781771292993 UPC 817712929938 $14.95cdn/us E/GBP 12.90 – The southern portion of Germany is a fascinating part of the country. Side 1 starts with Frankfurt and moves south to Basel on the Swiss border and east as far as Stuttgart. Side 2 concentrates on the region from Stuttgart to Passau, with such well-known cities like Ulm, Augsburg, Munich/Munchen, and Regensburg. The new rapid rail lines joining Frankfurt to Salzburg, and Munich to Berlin, are shown, as well as all the motorways and highways. Major touristic attractions are, of course, shown, and all World Heritage sites marked. This is a wonderful region to explore, and the scale is such that all parts are easy to read. A Top Attractions list helps guide users to the best-known sites. One could easily spend a week exploring this part of Germany! **AVAILABLE**

Hiroshima & Western Japan Travel Reference Map 1st Edition 2027 1:7,500/1:550,000 ISBN 9781771293518 UPC 817712935182 $14.95cdn/us E/GBP 12.90 – This is a brand new title for ITMB. As far as we know, there has never been a map of Hiroshima, one of the most famous cities in the world, published by anyone. It is a very large city, with a large park called Ground Zero as its focal point. The first atomic bomb used in world history was dropped on this city in 1945, killing over 30,000 people instantly and condemning tens of thousands more to die slowly of radiation poisoning. Ground Zero is now a peace park, and our cover picture portrays one of the buildings severely damaged by the bomb. The focal point of the peace park is a large museum, portraying the bombing, and it is always crowded with visitors. The park also has a peace bell, which my grandsons rang while visiting Hiroshima last year. This is a VERY moving experience, extremely popular with overseas visitors, and the city now has its own map. About time! The second side is a map of the central-western part of Japan, essentially from Nagoya through Osaka/Kyoto and Okayama to Hiroshima, including the large island of Shikoku. This island is often missed by visitors, which is a shame. It is connected to the main island by a rail line from Okayama and by three motorways. Its touristic interest is the city of Kochi. **AVAILABLE**

Jakarta & Western Java Travel Reference Map 2nd Edition 2027 1:19,000/1:600,000 ISBN 9781771293983 UPC 817712939838 $13.95cdn/us E/GBP 12.90 – Jakarta is the largest city in Indonesia, as well as its current capital. Plans are underway to create a new capital on the island of Borneo, but this will take years to complete. In the interim, Jakarta remains bustling, noisy, and full of life. It is a modern city, but retains the charm of colonial times. The city's focal point is Independence Square, with its large monumental tower. The largest mosque in Southeast Asia is located here, capable of hosting 120,000 worshippers. The 'old town' of Fattahillah is full of colonial Dutch architecture. The second side of the map is a detailed portrayal of the western half of the island of Java, with insets of Bandung, Cirebon, and of the Dieng Plateau. Java is the most populous part of Indonesia, and best explored by train. One gains a very favourable impression of just how dynamic this nation is becoming by exploring the hinterland. Indonesia is fast becoming one of the economic powerhouses of Asia, and its importance cannot be overstated. **AVAILABLE**

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Trans-Canada Highway Travel Reference Map 1st Edition 2027 Scale varies ISBN 9781771298131 UPC 817712981318 $15.95cdn/us E/GBP 12.90 - The longest highway in the world is the Trans-Canada Highway, stretching just over 10,000 kilometers in length from east to west. Australia has patched together a variety of roadways into a circular road around the continent, but the TCH is a ribbon of concrete and asphalt joining together diverse regions of a vast country in a relatively straight line. It was started in the 1960s as a means to connect all the provinces with a paved highway from coast to coast. It took many years to complete, and is now in the process of being twinned or motorway-ed for most of its length. It is so long that very few Canadians have driven its entire length, and Canada being the type of country it is, we couldn't be satisfied with having just one highway, so there are actually two TCHes for much of its route, a northern leg from Prince Rupert east to Winnipeg, and a southern route from Tofino to Winnipeg via Vancouver. In the east, there is a northern route via North Bay, and a southern route via Peterborough, both of which meet in Ottawa. Now, there is a problem portraying something so long on a map. After all, the highway is only 20 metres wide, but its length is 10,000 kms. We have had to segment the map into sections in order to show the route in detail. For example, the route through Newfoundland can only be shown by chopping off the northern portion of the province. Atlantic Canada needed to be shrunk in scale to fit the page, while Ontario has had to be divided into two portions, due to its large size. The Prairie provinces form three insets on side 2, with BC forming the last inset, noted by a red maple leaf at regular intervals. The TCH is an east-west highway, essentially, not a north-south one, so unfortunately, the northern territories are not included. They have their own road networks, except Nunavut, which has virtually no roads, but this is, after all, a thematic touristic map of a man-made wonder that is typically Canadian. It would take a couple of weeks to drive it from one end to the other, assuming that one would like to sleep at night, and is absolutely unique as a travel experience. We took the grandkids on a Grand Adventure cross-country trip in 2022, taking the northern route east and the southern route back – 20,000 kms in a month, with enough time to explore old Fort William, Louisburg, Labrador, Niagara Falls, and points in between. Exhausting, but fun. This is a great adventure map! **AVAILABLE**

Turkey West Travel Reference Map 2nd Edition 2027 1:500,000 ISBN1771298155 UPC 817712981554 $14.95cdn/us E/GBP 12.90 – When mapping Turkey, one has to decide whether to use the name Türkiye, with dots over the u, which has been the Turkish name for the country since 1923, and the version the government has asked to be used, or the traditional English name of Turkey. ITMB has no strong views on the subject, but has decided to stay with Turkey, as our marketing is toward the English-speaking market. We don't call Finland Suomi, or Germany Deutschland, or Japan Nippon, although these are the actual names of those countries. We accept that the Turkish government has requested the Turkish spelling be used, and some governmental bodies do so, but the recent world map published by the UN notes the name as being Turkey, so we think that we should keep to that name. This is a map of the western portion of Turkey. Side 1 covers from the border with Greece to a town called Eskisehir, and includes an inset of central Istanbul. This is the most-visited part of Turkey, by far. Including the Sea of Marmora, the site of Troy, the Dardanelles, and the historic city of Bursa. Side 2 covers the southern coastline that we call Anatolya (but should be Anatalya) and the western-facing Izmir coast. This is very popular with cruise ships, as it accesses the ancient Greek city of Ephesus, one of the most complete ancient cities in the world. Izmir, called Smyrna historically, and the home of female Amazon warriors, is a fascinating city to explore. This part of Turkey is full of Greek and Roman ruins and is the most developed part of the country. The map also has a Top Attractions list and capsule comments to assist users in exploring a wonderful country. **AVAILABLE**

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NEW RELEASES TO THE END OF AUGUST, 2026

Bosnia & Montenegro Travel Reference Map 2nd edition 2027 1:400,000 ISBN 9781771291200 UPC 817712912008 $14.95cdn/us E/GBP 12.90 – Bosnia, or more properly Bosnia Herzegovina, and neighbouring Montenegro, share a common heritage, first under the Ottoman Empire, then under the Austro-Hungarian Empire, then under Yugoslavia, German occupation, and finally, Tito's authoritarian rule post WW2. Nonetheless, each component should be seen separately. Montenegro is very 'Western' in its outlook, popular with cruise ships and visitors. Bosnia is more Muslim oriented, nice, pleasant, and friendly, but more subdued and not as outgoing. Herzegovina always seems to be a forgotten entity hoping that nobody notices them. Again, it is a very nice, peaceful country and welcomes visitors. This map combines all three entities, with Montenegro dominating side 1. Major urban areas are named in both their Latin and Cyrillic spellings for ease of use. Part of side 1 and all of side 2 is devoted to the much larger entity of Bosnia Herzegovina, with a detailed street map of Sarajevo. **AVAILABLE**

Greenland & North Pole Travel Reference Map 6th Edition 2026 on waterproof paper 1:3,000,000/1:9,000,000 ISBN 9781771292979 UPC 817712929792 $15.95cdn/us E/GBP 12.90 – Greenland has been much in the news lately, so this most recent update is a welcome sight! Access to the island is easier now, with regular flights from Canada, Iceland, and Denmark, but getting around is still challenging. A couple of expedition-type cruise ships also attract visitors The Canadian coast guard now makes regular stops in Greenland. The political situation remains a bit volatile, with Trump occasionally making provocative statements, but generally speaking, the Greenlandic people try to welcome visitors, be friendly, and ignore politics. By air, Nuuk, the capital, is still the best way to enter the country; by sea, ships from Iceland visit several ports. The second side of the map is one of those unique maps that ITMB loves to publish. During the International Polar Year, Canada received permission from all fifteen countries north of the 55th parallel to produce a map centred on the North Pole – the 'true' North Pole, not the magnetic one that moves around. **AVAILABLE**

Hanoi & Northern Vietnam Travel Reference Map 3rd edition 2026 1:15,000/1:900,000 ISBN 9781771293471 UPC 817712934710 $13.95cdn/us E/GBP 12.90 - The capital of Vietnam is changing rapidly as the country modernizes. New elevated rapid transit lines now dominate the futuristic look that the government hopes will transform a city founded a thousand years ago to cope with the realities of the 21st Century. Hanoi is now a massive city of five million people and needs a road system that can move goods and people efficiently as well as providing housing that is modern and safe from flooding. Unfortunately, this means that much of the old housing must be demolished and people moved to more outlying areas. Intellectually, this makes sense, but emotionally, no one likes being uprooted from familiar patterns. This map shows the current status of the new rapid transit line and the new bridge being constructed across the Song Hong River An inset map shows the extensive ring road under construction. Side 2 is equally updated to show the expanding network of motorways extending from Hanoi to the Chinese border and south to Hue. The northern portion of Vietnam is also rich with heritage, and sites attractive to visitors are noted. This is a major update to an important map. **AVAILABLE**

Japan Travel Reference Map 10th Edition 2026 on waterproof paper (2nd Printing, 1st Printing destroyed) 1:1,000,000 ISBN 9781771293990 UPC 817712939906 $14.95cdn/us E/GBP 12.90 – The several islands that comprise Nippon, the country we call Japan, is one of the most popular travel destinations in Asia, and for that matter, in the world. The country is obviously scenically attractive, historically interesting, touristically friendly, and easy to get around. The country is well-managed, hotels meet modern standards, and the food is great. No wonder Japan is popular! Side 1 shows the northern island of Hokkaido, the northern portion of the main island of Honshu, and detailed inset maps of Central Tokyo and of Osaka/Kyoto. Side 2 concentrates on the rest of the country, with several insets showing various outer islands. Although the map shows roads and motorways, it emphasizes the rail network, which is extensive, and the way most visitors travel around. Shinkansen rapid lines are shown separately from main-line tracks. **AVAILABLE**

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Latvia & Riga Travel Reference Map 3rd Edition 2027 1:470,000/1:7,000 ISBN 9781771294546 UPC 817712945464 $14.95cdn/us E/GBP 12.90 – Having just visited the country last month, I can testify that it is a lovely and friendly country, well worth a visit. This map is up-to-date and accurate. Side 1 is Riga, with a large inset of the old town, which is what most visitors concentrate on. The tram lines are interesting. We took a hop On-Hop Off bus tour, so saw most of the city. The second side is the entire country. Although plans are afoot for a trans-Baltic motorway, not much has happened yet, so we left the proposed route off the map. The road system is in good shape, but two-laned except for a short stretch out of Riga The Russian border is closed, of course, due to the war with Ukraine, but we left the crossings in place, as one always hopes that sanity will prevail and peace be restored. We also left off the Canadian air force base for the same reason. This is a tourist map, not a political statement. **AVAILABLE**

Mongolia Travel Reference Map 9th Edition 2027 on waterproof paper 1:1,800,000 ISBN 9781771295048 UPC 817712950482 $15.95cdn/us E/GBP 12.90 – The fiercely independent country of Mongolia is wary of its neighbours to the south (China) and to the north (Russia), but is easy to enter by land, at least from China, and easy to travel around, although the road network in the western half of the country is extremely bad. Side 1 shows the Gobi Desert, which is the principal touristic attraction of the country, with a large inset of Ulaan Baatar (which is the most accepted way to spell the name in the Latin alphabet). Side 2 covers the rest of the country, but the road network becomes very spotty once one leaves the green lined roads and is virtually non-existent in the western third of the country There is a railroad from the Chinese border to Ulaan, but the trains don't connect, and it is far easier to reach the capital by road. We were fortunate in finding a person willing to rent out his vehicle, as there is virtually no car rental business in the country. Spending a night in a yurt was an interesting experience, but quite safe. We also spent a night in a hotel twenty metres from the Russian border. This is an adventuresome country, excellent for those who are prepared to put up with some pretty basic facilities. Nice people, invariably smiling, but English is at a premium. Definitely an off-the-beaten-path place worth visiting. **AVAILABLE**

Ontario Travel Reference Map 5th Edition 20271:800,00 (South) 1:1,500,000 (North) ISBN 9781771296038 UPC 817712960382 $14.95cdn/us E/GBP 12.90 – Canada seems to be a popular travel destination these days, with politics turning people away from the USA in the millions, Ontario is a very pleasant place to visit. It contains Toronto, the largest city in Canada by far, and the nation's capital, Ottawa. Side 1 shows the southern portion of the province, with a good-sized inset of downtown Toronto. The back cover portrays Toronto's expanding rapid transit network, with the much-delayed Queen Street subway finally underway after 50 years of talk. Side 2 covers a vast area of the far north at a reduced scale that still fills the page. Plans are in place to push roads further into undeveloped areas. Train services exist to Moose Factory on Hudson Bay, and Via Rail operates a passenger service to western Canada from Toronto, but this is driving country across terrain the size of western Europe The new Gordie Howe bridge to Detroit doesn't show at this scale, but it is the most expensive bridge ever built in North America, and yes, Lake Ontario is still Lake Ontario. No one has the right to unilaterally change the name of an international waterway shared by two countries. This is a part of the world full of history. Come see. **AVAILABLE**

Quebec City & Gaspe Peninsula Travel Reference Map 2nd Edition 2027 ISBN 9781771296472 UPC 817712964724 $14.95cdn/us E/GBP 12.90 – The only walled city in North America is Ville Quebec, and the old town inside the walls is much as it was two hundred years ago, albeit tarted up somewhat by tourist shops. Founded in 1608, QC is one of the oldest urban areas in North America, with a largely French population that makes it unique as a travel destination. Side 1 shows the city in excellent detail, with the historical centre on the right. Side 2 covers Quebec Province from Montreal to the interesting peninsula called the Gaspe (pronounced Gas-pey) at the mouth of the St. Lawrence Estuary. This is the portion of Quebec most often visited and includes a large inset of Montreal to orient people arriving from the west, but the focus of the map is the Gaspe Peninsula, jutting far out into the Atlantic**. AVAILABLE**

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Senegal & Gambia Travel Reference Map 8th Edition 2027 1:500,000 ISBN 9781771297394 UPC 817712973948 $14.95cdn/us E/GBP 12.90 – Senegal and Gambia should have been one country, but rivalry between Britain and France dictated otherwise in the days when slave hunting was very lucrative. The British sailed up the Gambia River and shot off a cannon every so often to establish their right of ownership, which is why Gambia has such an unusual border The French concentrated on the coastal areas, with their capital at St. Louis and their commercial capital at Dakar, which controlled the slave trade. That was then, this is now. Dakar is now a sophisticated urban centre with an excellent harbour and rail connections to the interior. Gambia is an English-speaking enclave that almost splits Senegal in two. Side 1 shows the western halves of both countries and side 2 the largely undeveloped eastern half, with inset maps of Dakar and of Banjul, the capital of Gambia. It is now practical to drive to both countries from Europe, via Morocco, but most travellers arrive by air. **AVAILABLE**

Spitsbergen/Svalbard Travel Reference Map 2nd Edition 2026 1:700,000 ISBN 9781771297509 UPC 817712975096 $15,95cdn/us E/GBP 12.90 – The northern Arctic island archipelago known as Spitsbergen in English and Svalbard in Norwegian is one of those off-the-beaten-track entities that is a bit difficult to reach, but well worth the effort. Side 1 shows the entire set of islands in very good detail, with an inset of Bear Island, which is too far away to include on the main map. Most of the land mass of the islands is uninhabited, with the population concentrated in four small settlements. There is an airport near Longyearbyen, the 'capital' of this remote set of islands, and ships sail from Norway on a regular basis. Thousands of tourists make the effort to come here, just to say that they have visited one of the most remote places on earth. This is an excellent and detailed map of an unusual spot. Side 2 is a map of northernmost Norway, simply to provide coverage of an unusual part of Norway. **AVAILABLE**

Tahiti & French Polynesia Travel Reference Map4th Edition 2027 ISBN 9781771298186 UPC 817712981868 $15.95cdn/us E/GBP 12.90 – What can be said about the gem of Polynesia that hasn't been said many times before? Side 1 shows all of Polynesia from Hawaii to Easter Island to Vanuatu, showing the main routes followed by cruise ships This side also shows detailed maps of Rarotonga and Aitutaki in the Cook Islands, as well as of Tongatapu and Vava'u. Side 2 concentrates on the Society Islands, which most people associate with the heart of Polynesian culture. Tahiti is the principal island and the capital of French Polynesia, Papeete (inseted). The main islands of Moorea, Bora Bora, and Raiata are shown, as well as lesser-known islands such as Huahine, Tahaa, Maiao, Tupai, and Maupiti – all of which are very attractive. Touristic sites on all the islands are noted, particularly hotels, dive sites, and air strips. This is a very popular travel destination! **AVAILABLE**

NEW RELEASES TO THE END OF JULY, 2026

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