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- INTERNATIONAL TRAVEL MAPS AND BOOKS
- ITM DISTRIBUTION

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AXIS OF EVIL MAPPING NEWSLETTER #6 OF 2026 – Mid-June

INTRODUCTION

What a difference a month makes! Lan Phuong wowed the audience at the IMIA conference in Toronto, while Lan and I attended an international conference on stamps in England and enjoyed sailing across the Atlantic of the last ocean liner afloat (more below). We found Vancouver awash with FIFA World Cup fever, and the soccer/football extravaganza takes hold. I understand that Toronto is also in a tizzy, as they await their scheduled games. Various Mexican and American cities are also hoping for successful games as a means to recoup hundreds of millions of dollars spent for upgrading facilities and providing security. Personally, I'm not a fan of watched grown men kicking a ball around a field, but that's me. FIFA is the big news for June!

Politically, a break of three weeks does not seem to have changed much. Iran is still negotiating, or not, and Trump is becoming more frustrated with each passing day. Colombia has had an election, with no candidate winning a majority, so a run-off is necessary. Protesters are hard at it in New Jersey, fighting off Trump's attempt to open a huge concentration camp to incarcerate thousands without trial or access to law, and good for them. The British feel that they are receiving plenty of American news, but the reality is that it is a fraction of what we receive in Canada. And so the world rolls on.

NEW RELEASES FOR MAY

The advantage of going away for three weeks is that 'things' arrive unexpectedly. In the publishing business, this means new maps arriving on short notice from our printer. In this case, our printer sent us seven new titles, which is almost a record for us. As a result, we are pleased to introduce the following: **Armenia and Yerevan,** which is a new title for us, **Hong Kong and Region**, a reprint of **Japan, Mexico's Baja California**, **Saskatchewan**, **South America Northern** (or North Half, being the most recent revision of our very first travel map), and **Venezuela,** which has been discontinued by everyone, but is in the early stages of returning to being a 'normal' country. All of these are much-needed. Details can be found below, under **NEW RELEASES for MAY.**

TRAVEL TO ENGLAND

The United Kingdom (Britain) has recently imposed a twenty Pound fee on anyone non-British entering the kingdom, even if only in transit at an airport. This is iniquitous, but as it is imposed on everyone, at least it isn't prejudiced. One must apply on-line in advance of travel, and as a word of caution, there are lots of scamming firms trying to take advantage of unwary applicants. We landed at Heathrow and rented a car from Europcar, an unscrupulous firm that pressured me into taking a much larger vehicle than I had reserved, for a much higher fee. There was nothing wrong with the BMW SUV, except that it was so wide that it made driving the narrow roadways that abound in Britain nerve-wracking. We were attending a conference in Kenilworth, north of Warwick, but had a week afterwards to drive around, enjoying ourselves, visiting St. David's in western Wales, touring Glocester cathedral, and exploring Winchester, with a day in London, being tourists. We left our behemoth BMW in Southampton and embarked on the QM2, along with 2,600 others for a unique water crossing of the Atlantic.

THE QUEEN MARY II

There are lots of cruise ships, but there is only one ocean liner carrying passengers. The QM2 was a past-due concept before Cunard started construction in 2002, as airlines had already taken over the travel market, offering fast planes and affordable fares. Cunard, like many firms, was slow to realize that the world had moved on and no longer needed double-hulled ships carrying 2,600 passengers in relative luxury from England to the New World. The QM2 started service in 2004, just over 20 years ago, so is younger than many of the cruise ships currently plying a variety of routes, taking passengers to exotic destinations on one-week journeys with port stops. Vancouver is one of the port cities hosting a cruise centre par excellence. This week, 15 cruise ships, carrying 63,185 passengers, embarked on cruises to Alaska, Japan, and the American west coast. Miami, Fort Lauderdale, Tampa and a variety of other American ports did the same. Cruising is very popular. So be it. The QM2 is a unique ship, and sailing on her is a unique experience the should be on everyone's bucket list of things to do before one dies.

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THE QUEEN MARY

The Queen Mary is NOT a cruise ship. It was built as the fastest ship in the world, to carry thousands of passengers to New York, in the same mode as the Titanic, the Normandie, and hundreds of other ocean liners before them going back to the Grand Brittania. Unfortunately for the Cunard line, the days of transporting thousands of immigrants to the New World (thereby making it affordable to have a few luxury suites available for the well-to-do) had long passed. The 'clipper ships' of the modern day are airplanes, bringing new arrivals to a variety of North American ports of entry. Ellis Island is now just a museum, rarely visited. Immigrants from Europe seldom arrive. The flow of inward-bound immigration has slowed to a trickle for political reasons, as both Canada and the USA re-evaluate past policies. So how does that affect a ship like the Queen Mary?

Cunard's solution to changing times was to mothball all of their older ocean liners and re-fit all their smaller ships as cruise ships, with the exception of the QM2, which still sets sail from Southampton on trans-Atlantic voyages to NYC periodically. The voyages take seven days, as speed is not the priority, so the journey becomes a relaxing series of shipboard activities intermingled with excellent dining and top-drawer entertainment, in cabins that are well-outfitted, with features never seen on any cruise ship.

The QM2 is probably the only ship afloat that has separate first and second class restaurants, as well as a gargantuan restaurant seating for over 1,500 ordinary passengers, with reserved seating on the lower level and freestyle seating on the multi-layered mezzanine. Interestingly, the food served all comes from the same kitchen and the menus are identical. There are also specialty steak and Asian restaurants, for which one pays a premium, and a buffet on the seventh level that occupies half the floor. The library contains 10,000 different books and there is an adjacent bookstore for those wishing to acquire the latest releases. I've never seen anything like this on any other cruising ship! It took us all week to find most of the public rooms on this vast ship, and we walked miles doing so. One real treat is afternoon tea, served in a ballroom large enough to seat two hundred and fifty. Waiters enter from a separate room in a procession, each one holding a plate of scones, or sweets, or tea, salute the audience (who can't help but be impressed by seeing thirty waiters arrive in unison). Tea is served, scones and jam are handed out, and a good time is had by all. Afternoon tea is a very British custom, initiated in 1840 by the Duchess of Bedford and it is worth the fare for the crossing just to indulge in this quaint but existential ceremony. The ship's theatre is so large that it dwarfs all other theatres on other ships, easily seating 1,000 passengers, with a second theatre tucked in beneath it that would easily hold 500. The ship is so large that one needs to carry around a map showing each deck. It took me five days to discover the pub, and I never did locate the art gallery. It was an experience, and only cost $898 inclusive, which is much less than other cruising ships. I'm glad that we did it.

NEW YORK CITY

The QM2 docked in Brooklyn, like all cruise ships, in the middle of the night. Disembarking was straight-forward, and US Border officials were easy to deal with. Most passengers were planning on leaving the USA as quickly as possible (face it, the USA isn't popular these days), but we stayed in a hotel half a block from Times Square for two nights. Apart from finding food prices out of sight, we enjoyed our time in the Big Apple, and took in two Broadway shows, survived the subway, wandered around Battery Park and the tarted-up 9/11 Memorial, strolled along Wall Street and watched tourists lining up to have their photo taken with the rampaging bull, explored Macy's, declined to spend almost $100 to go to the top of the Empire State building, and generally enjoyed wandering around Trinity Church, Herald Square, and well-known venues. We avoided the Hop-on/Hop off buses, as they were charging $140 for a two-hour ride around the central core, food trucks charging $20 for a hot dog, and Broadway shows charging $300 for one ticket (e.g. Hamilton). This was our first visit to NYC in a decade, and we enjoyed ourselves. Nuff said.

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MAPART PUBLISHING

It has come to my attention that Mapart Publishing, based in Pickering, Ontario, Canada, has shut down and ceased all business activities. Mapart has a long history in Canada of publishing city and provincial maps, and has represented both Rand McNally and Michelin to the book trade in Canada for many years. The business has apparently been sold to new owners. Details are vague at the moment, but apparently, the Heiler family is no longer associated with the company. Retailers and distributors are advised to withhold payments to Mapart for the time being, and please discontinue submitting all orders for maps or atlases until clarity emerges. I am sure that the new owners will provide updated information in due course.

THE MAKING OF THE BAJA MAP

Maps tell stories. Each map is an adventure into the unknown for the cartographer, and every map goes through its own trials and tribulations before emerging as a wondrous piece of artwork. Mexico's Baja California was created by the great cartographer Kevin Healey, back in the days before computers were practical to use in making maps. Kevin lived in Melbourne, Australia, in the days before we had our own ITMB production facilities. We would correspond using diskettes, a half-remembered form of communication whereby I would record on a portable tape recorder, then send the plastic-enclosed tape to Kevin, who would play it on his machine, take notes, then reply using the same diskette. This took about two weeks in each direction, so communications were slow. Again, this was in the early-1980s, before such novelties as the internet, or emails, were practical. I'm dating myself, but that's reality!

Anyway, at that time, there was no such thing as a map of Baja California. Well, there was one put out by the Southern California Automobile Association, but it was limited to local AAA members, so was not readily available to the general public. Kevin flew to the USA and met me in San Diego, with me driving from Vancouver in my not-so-trusty VW Campervan. We crossed the border into Baja at Tijuana (which, by the way, is considerably larger than San Diego as a city), and headed south to Ensenada, intending to drive all the way to Cabo San Lucas. It was not to be. Kevin proved to be full of phobias. He would only eat KFC chicken, which at that time was not readily available in Baja. He was terrified of hills and convinced that the brakes would fail, so I had to stop at each decline while he walked down and I waited for him at the bottom of the hill. This lasted for three days, until I finally gave in and drove back to the American border so he could eat some KFC chicken before starving. He then refused to return to Mexico, so our research venture failed.

Fortunately, I had a customer in San Diego called Tommy Thompson, who ran a very large and successful map store. He was able to provide us with a series of Mexican government topographic maps at 1:1 million in scale that Kevin assured me were perfect for his needs. Remember, he was the brilliant cartographer; I was only the talkative business chap who didn't even know what a scribing tool was. Kevin flew back to Melbourne, while I returned north, stopping in to visit forty-odd map stores on my way north and taking orders. Again, this was the mid-80s, and sales were made that way. Kevin clamped two light tables together, and started scribing a long sheet of mylar film. If I'm losing you, in those days, maps were etched on to mylar plastic film that was coated with wax. An etching tool was a sharp-bladed knife that would shave away the wax and leave a line. The thickness of the line determined, say, a road, or a contour line, or a river. One needed a different layer of film for each step of production, and this particular artwork was so long that Kevin would lay on top of the bolted-together light tables, slowly and carefully etching lines until that part of the map was complete. It took months of effort.

Place names were then typed on to thin layers of film, thousands of them, using a specialized machine that a friendly printer allowed him to use outside of working hours. Kevin would spend his nights typesetting town names, mountain and river names, and larger type for oceans and province names; all extremely, mind-numbing boring, but that was the way maps were put together in those days, completely manually. Each name was then affixed into place by applying a small dab of beeswax to each end of the piece of plastic noting the particular place name. Think of that for a moment. 10,000 place names were laboriously secured into place one at a time over a period of several weeks. The different layers of film were then 'married' together to create a composite film for each colour. The finished artwork was five feet long and thirty inches wide (sorry, my metrication fails, but an exceptionally long set of six films that encompassed all of Baja California as a single-sided map.

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The only printer we knew with a press large enough to print this monstrosity was Victoria Press, in London, England. The printed map created quite a stir at that fall's Frankfurt Book Fair, and it proved to be very popular. By the mid-90s, the computer revolution hit the mapping industry like a brick wall, and changed everything overnight.

By this time, Kevin had died at the early age of 48, and I was frantically trying to keep ITMB afloat, having lost my guiding mentor in all thing cartographic. About this time, Lan came into my life (which is a story for another time) and started rebuilding the threads left by a cartographic genius while at the same time taming half a dozen less brilliant cartographers who were now a part of ITMB's little empire. Eventually, the single-sided cartographic wonder that was our Baja map needed to be re-created in a computerized format, which took Lan months to do. The single-sided map had to go for three reasons. First, no one had a printing press large enough to print it. Second, the firm that produced screens necessary for technical reasons went out of business, and third, all printing presses had standardized in size to limit printing to two sizes of paper – 28x40, and 40x60. Actually, there was a fourth reason. At that point in time, computers were very limited in capacity in comparison to what we are used to today, and the artwork had to be broken into two portions due to limited storage capacity. The map has been updated several times since then, and ITMB now has much more powerful computers. Lan and I have re-visited Baja on several occasions to ground-truth data. The most recent release of this important map is now available.

This is probably more information than you have ever received about how a map is made. Each map has its own story. Over 45 years of map publishing, ITMB has moved through an evolutionary time period that has dramatically changed how maps are made. Many publishing houses failed to adjust and shut down in the process; while others tried to cope by photographing the older artwork and laying updated information on top. They also failed. The technology shaping how maps are made in 2026 is in many respects the opposite of the methods used in the 1980s. Information is now plentiful electronically – the problem now is sifting out false or unnecessary info. That's where ground truthing becomes essential. It isn't enough just to make a map. It is necessary to create an artistic masterpiece. That is Lan's genius. End of Story.

NEW RELEASES TO THE END OF May, 2026

Armenia & Yerevan Travel Reference Map 1st Edition 2026 1:420,000/1:9,000 ISBN 9781771299251 UPC 817712992512 $14.95cdn/us E/GBP 12.90 – This is a new title for ITMB, although the country has been portrayed in the past in combination with the maps of surrounding countries. It has recently sprung into public consciousness as a result of the recent European Security Conference that was held here. This map is long overdue for such an interesting and historic country, combined with its capital of Yerevan, and is the only such map available. Armenia came into existence as an independent country carrying the unwanted baggage of Josef Stalin's heavy hand, in that Stalin tried to break up the homogeneity of ethnicity by planting enclaves of Armenians inside neighbouring Azerbaijan, leading to decades of hostility following 1991. This has now been largely resolved, but relations with Azerbaijan remain limited. Relations with neighbouring Turkey also remain frigid, and although we show border crossings, the reality of life is that these tend to be closed, as Turkey still claims a large part of Armenia as being Turkish. That said, relations with Georgia seem to be fairly cordial, and tourism flourishes between the two countries. One can fly into Yerevan, but it is also possible to drive a rental car with Georgian plates into Armenia. Once there, the roads are good, the people friendly, and the scenery magnificent. Yerevan is an interesting city, with most of it being shown on our map of the city (which occupies side 2) Numerous hotels are noted, as well as points of interest. A Top Attractions list is included. Now that peace has returned to the region, road improvements are accelerating. By the nature of the borders of the country, a fairly large portion of Azerbaijan is included, but one should be wary still about driving in border areas. **AVAILABLE**

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Hong Kong and Region Travel Reference Map 5th Edition 2026 1:9,000/1:55,000 ISBN 9781771293464 UPC 817712934642 $14.95cdn/us E/GBP 12.90 – Hong Kong is both a large city and an autonomous region of China, consisting of the island of Hong Kong, Kowloon, various islands, and the New Territories. This map covers everything to the Chinese border south of Shenzhen.. Although HK has been a part of China since 1997, there is still a border separating it from China proper, mostly to control population flows. Side 1 covers the highly urbanized mainland tip, known as Kowloon, from Mong Kok to the harbour, along with the north shore of HK Island, from just west of the Macau Ferry Terminal to Quarry Bay in the east. This is the busy, densely-populated portion of HK centred on Victoria Harbour, showing the ferry routes, the subway network, and the tram line as well as the Peak Railway Cog line. Side 2 covers all of HK to the border with China Proper. The large international airport is on an island to the west of the city, with rail and road connections to Kowloon and HK Island. Much of the New Territories is agricultural, which always surprises visitors. The rail line to China Proper is shown. Canadians and some other country passport holders no longer need a visa to visit Hong Kong or China. **AVAILABLE**

Mexico: Baja California Travel Reference Map 8th Edition 2026 on waterproof paper 1:650,000 ISBN 9781771295031 UPC 817712950314 $14.95cdn/us E/GBP 12.90 – The western peninsula that juts down into the Pacific is a very different portion of Mexico. At one time, it was part of the Spanish possession known as California, then gold was discovered and the ensuing rush of American fortune hunters changed the history of this part of the world. The Mexicans were left with only a lightly populated desert-like land mass that the Americans didn't want. Today, it is divided into two states – Baja Norte and Baja Sur, with the large city of Tijuana at the far north and touristic Cabo San Lucas at the bottom, and with picturesque Ensenada and La Paz in between. Side 1 shows the northern half from slightly inside the USA to Santo Rosalia, and Side 2 shows the southern portion to its tip at Cabo. The map has several inset maps of urban areas and a lot of capsule comments in the ocean areas, giving historical and cultural pieces of information about such features as the Sierra de la Laguna mountain chain or a synopsis of the creation of Spanish missions from 1683. **AVAILABLE**

Saskatchewan Travel Reference Map 2nd Edition 2027 1:900,000 ISBN 9781771297486 UPC 817712974860 $14.95cdn/us E/GBP 12.90 – The Canadian province of Saskatchewan is right in the middle of Canada, bordered by Alberta to the west, Manitoba to the east, and the USA to the south. It also borders the Northwest Territories, but there is no road connection to that entity, so it hardly matters. The province is largely agricultural in the south, with its capital of Regina. This occupies Side 1, with insets of Regina and Saskatoon. The northern portion fills side 2 and is mostly lakes (thousands of them) and rivers (more thousands). The northern part is lightly populated, with Flin Flon being the largest urban area, but the region has several large wilderness parks and hundreds of campsites. Historically, the province is important due to the Metis Rebellion of 1885, which is the closest Canada has ever had to a military uprising. The province was carved out of the vast Northwest Territories at the same time as Alberta and modern Manitoba in 1905, thanks to the millions of immigrants settling in the prairies. It is named after the Saskatchewan River that flows through it. **AVAILABLE**

South America Northern (or North Half) Travel Reference Map 6th Edition 2027 1:3,500,000 ISBN 9781771297462 UPC 817712974624 $14.95cdn/us E/GBP 12.90 – The very first map published by ITMB was South America North Half, of which this is the computerized 6th edition. Although ITMB also publishes a map of the continent of South America, obviously the advantage of a map covering only the northern half allows for an expanded scale and more room to show detail. Side 1 emphasizes the Amazon River and the three Guianas, as well as Brasil as far south as Recife. Side 2 covers all of Venezuela, Colombia, Ecuador, and Peru, as well as the upper reaches of the Amazon Basin. A portion of Bolivia is also included. The market for this map is the traveller visiting this part of the continent. ITMB also publishes individual country maps of each of the nations noted on this map, but this is the only map available of this area as a region. ITMB also publishes a separate map of South America South Half. **AVAILABLE**

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Venezuela Travel Reference Map 5th Edition 2026 1:1,200,000 ISBN 9781771298797 UPC 817712987976 $14.95cdn/us E/GBP 12.90 - Well, Venezuela isn't at the top of anyone's bucket list right now, but at least it isn't in the dire straits it has been for the past several years. Virtually every publishing house discontinued maps of the country, which was understandable, given the brutality of its government and its growing poverty, but ITMB always seems to do maps of parts of the world no one else does, and Venezuela is as deserving of a good map as France or Japan, or any other country, so here it is! Side 1 covers the western portion of the country and includes a nice Top Attractions list of the best touristic attractions of the country as well as a detailed place names listing. Side 2 covers the eastern part of the country, with a bit of Guyana included. We all know the turmoil this country has endured over the past decade and more. It is still a lovely country and well worth visiting. Lan and I spent ten days in the country a few years ago and found it to be a very friendly country – except for the times people were shooting at us. That's all stopped now and this map is important simply because it exists. Venezuela will rise again! **AVAILABLE**

OUT OF STOCK TITLES DURING May, 2026

Alaska – is at press, with a fresh edition due in August.

Chile – has been printed and is expected in August, please keep ordering using the previous ISBN

Ecuador is now out of print. A fresh edition has been printed and is expected in July or August.

Georgia and Armenia has been printed and is expected to arrive in July.

Greenland/North Pole – is, unfortunately, out of print for the moment. A fresh edition is due in August.

Guangzhou (Canton) is out of print. A fresh edition is due shortly.

Kenya is almost out of stock. A fresh edition has been printed, and is due in August.

Madagascar is out of copies. A fresh edition has been printed and is due in August.

NEW RELEASES DURING APRIL, 2026

Accra & Ghana South Travel Reference Map 2nd Edition, 2026 1:23,000/1:525,000 ISBN 9781771290449 UPC 817712904492 $14.95cdn/us E/GBP 12.90 – Ghana is a nice, pleasant African country wedged between volatile Ivory Coast, unstable Burkina Faso, and the mini-state of Togo. ITMB publishes a map of the entire country, but as most visitors want to see only the southern half of the country, as well as spending time in the capital city of Accra, we publish this title as well, and it is reasonably popular. It is also the ONLY map of Accra in print, which perhaps helps sales. Regardless, Accra is a very interesting West African city, which dominates Side One. Side Two covers the coastal region of the country as far north as Digya National Park, and includes inset maps of historic Cape Coast and Kumasi, the former royal capital. **AVAILABLE**

Colombia Travel Reference map 6th Edition 2026 on waterproof stone paper 1:1,300,000 ISBN 9781771291941 UPC 817712919410 $14.95cdn/us E/GBP 12.90 – Colombia is one of the nicest and touristically friendly countries in South America. Most visitors arrive either at the airport in Bogota, the capital, or by sea at Cartagena, on the Atlantic Coast. The northern portion is fairly flat, but rich agricultural land. The interior around Bogota is mountainous. Road quality is reasonably good on main highways, although there do not appear to be any motorways. Cities such as Bucaramanga, Cali, or Pasto may not be familiar to outsiders, but they are all interesting cultural landmarks, and well worth visiting. A detailed inset map of Bogota is included (again, the only map of the city in print), as well as of Medelin and of Cartagena, and the map includes an interesting Top Attractions list. Surprisingly, Colombia has never developed its Pacific coastline or its Amazon eastern region, nor is there any connection by land with Panama. Relations with Venezuela are fairly static at the moment, and reasonably cordial with neighbouring Ecuador. There are no land border crossings with either Brasil or Peru. **AVAILABLE**

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Philippines Travel Reference Map 7th Edition 2026 on waterproof stone paper 1:1,000,000 ISBN 9781771296373 UPC 817712963734 $14.95cdn/us E/GBP 12.90 – The thousands of islands that make up the Philippines would take a lifetime to explore. This map covers the entire archipelago, with Luzon and the Visayas Islands dominating side 1, and the more southerly Mindanao region the second side The more distant islands of South Palawan are shown in an inset, as is an inset map of central Manila. Copious capsule comments are scattered throughout the map, as while most of us know about the country, few of us know it's fascinating history or many attractions. This is a country worth investing in exploring over an extended time period, and this is just the best map to take along. **AVAILABLE**

Rwanda & Burundi Travel Reference Map 8th Edition 1:300,000 ISBN 9781771296748 UPC 817712967480 $14.95cdn/us E/GBP 12.90 – Of all of the countries located on the African continent, the two small former-Belgium countries of Rwanda and Burundi are part and parcel of the turbulence often seen in that continent. Both are very scenic, and while both are reasonably passive at the moment, neighbouring Katanga/Kivu in DEM Congo isn't, and this spills over into Rwanda in particular. Side 1 concentrates on Rwanda, with its capital of Kigali, while side 2 focusses on Burundi, with its capital of Bujumbura (inset maps of both cities are included and, again, these are the only maps of these urban areas in print). Rwanda's big attraction is Lake Kivu, and while ferry boats do ply the waters between Goma and Bukavu, they are not for the faint of heart. Burundi's treasure is Lake Tanganyika, with a ferry going to Nyanza in the far south, and on into Tanzania, There are border posts to DEM Congo in the west (not recommended if you want to live to retirement), and to Ngara, in Tanzania. Definitely adventure travel! **AVAILABLE**

Tokyo and Region Travel Reference Map 7th Edition 2026 on waterproof stone paper 1:14,000/1:600,000 ISBN 9781771298179 UPC 817712981790 $14.95cdn/us E/GBP 12.90 - Japan is very popular as a preferred travel destination, and rightly so. Tokyo is a huge urban area, consisting of dozens of cities centred on Tokyo Bay. The touristic focus of the metropolitan area is our map of Tokyo, from Higashi in the north to Shibuya in the south, and from the Shinjuku Shopping District in the west to the Asakusa Historical District in the east. This still occupies a huge area of coverage, so we have provided a detailed rapid transit map of side 1 (the city side), as well as on the back cover (for ease of usage). This is a brilliant map, showing all main buildings, hotels, shopping areas, historical attractions, temples, palaces, and transit connections, such as the monorail to Haneda Airport. Side 2 is equally interesting, being a regional map of central Honshu Island, from Osaka to Koriyama, providing excellent coverage of central Japan from Narita Airport to Kyoto/Nara, showing shinkansen fast-rail lines as well as ordinary train lines. This region, in itself, would more than justify a week-long train pass, and would take several visits to explore properly. Get started with this map! **AVAILABLE**

NEW RELEASES DURING MARCH, 2026

British Columbia & Alberta Travel Rockies Reference Map 2nd Edition 2026 1:750,000 ISBN 9781771291194 UPC 817712911940 $14.95cdn/us E/GBP 11.90 – AVAILABLE

Indonesia Travel Reference Map 6th Edition 2026 on waterproof paper 1:2,400,000 ISBN 9781771293761 UPC 817712937612 $14.95cdn/us E/GBP 11.90 – AVAILABLE