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- **INTERNATIONAL TRAVEL MAPS AND BOOKS**
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### **AXIS OF EVIL MAPPING NEWSLETTER #7 OF 2018 – End of July – New Titles: see below for details**

#### **INTRODUCTION**

As we will be travelling for much of July, this will likely be a newsletter short on news, but (hopefully) long on newly-arrived titles. We have a dozen important titles at press, going through the various stages of processing that are necessary for printing high-quality maps.

#### **VANCOUVER ISLAND MAPPING**

We visited the northern half of Vancouver Island at the beginning of July. This is the first time we have driven to the top end of this large island (400 kms. Long). The island is touristically interesting and, more important, very popular. The reason for this trip was two-fold: we found a promotion giving a reduced price for a cabin in remote Alert Bay (more later) and we needed to occupy grandson Johnny for a few days so his parents could get some work done. School's out, and Johnny has more energy than most kids! The most practical method of getting to Vancouver Island, if one is planning to drive around, is to take one of the ferries from the Vancouver area. As we live in Richmond, south of the City of Vancouver, we drove south to the ferry terminal at Tsawassen and caught the 7:45am ferry to Nanaimo, a city about halfway up the island (Victoria is at the southern end, and hourly ferries sail between Tsawassen to Sidney to reach Victoria. Our ferry, the Coastal Renaissance, is quite new, having been built in Germany and floated over to the BC Ferries yard within the past decade. Like most of our ferries, it can carry 400 cars and a thousand passengers on the two-hour trip to Duke Point, just south of Nanaimo.

We drove north to the turnoff to the west coast highway (No. 4) leading to Tofino and the end of the Trans-Canada Highway and headed west as far as Macmillan Park, the home of the largest grove of ancient fir trees in North America. The parking area was packed with cars, campers, and RVs, but we were able to find a spot and enjoy a wilderness trail through the trees. We then returned to the main north-south highway and drove north to Courtenay, Comox, and Campbell River. At that point, the highway narrowed to a basic two-lane road and we continued north for another few hours, seeing nothing more than trees, arriving eventually at Port McNeill, a small village close to the top end of the island. From here, we took a small car ferry to Cormorant Island (45 minutes) and our rental cabin close to the tiny village of Alert Bay.

We spent the next day exploring this interesting island, which is home to the tallest totem pole in the world, as well as a beautifully preserved series of totem poles in the Namgis Burial Ground. We also saw the Umista Cultural Centre and the Big House, as well as hiking through the boggy ecological park. This island is similar to Ninistints, in the Haida Gwaii Islands, but is much easier and less expensive to reach. We stayed at Alert Bay Cabins in a two-bedroomed cabin, and there are several inns/B&Bs on the island, as well as several places to eat. Frankly, one could easily stay in Port McNeill and walk on the ferry for a day visit and see everything, but we had pre-booked accommodation, so spent two nights. After returning to Vancouver Island, we drove further north to the end of the highway at Port Hardy, discovered a couple of paved roads shown on our map as gravel (note to self: update data base), then headed south to Telegraph Cove.

Telegraph Cove is a mecca for campers. It is a safe harbour for yachts, with a full-service marina, has a resort right on the water with accommodation, and a large campsite. It is also the Number One focal point for whale-watching tours, apart from being an extremely photogenic historic wooden village. We then drove to Woss, a traditional logging camp located just off the highway and photographed the historic locomotive that transported logs to seaports and mills until it became more practical to use trucks. There is only one north-south paved road in the northern half of the island (but hundreds of kilometers of logging roads), so we continued south to Courtenay for dinner, then back to the ferry and home. To see it properly, one would need a week to explore Vancouver Island and the only way to do so is by vehicle. There are buses, but one needs a bike or a car to have flexibility.

#### **INFLATION SINCE 1955**

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My wife Lan was born in 1955. At that time, I was still in elementary school, but I'd been working for three years, delivering newspapers both before and after school throughout the town of Leaside, where we lived. My earnings after expenses were two dollars per week, and 20% of that went to my parents to help support the family. I know, it wasn't much, even in those days, but it was done to make me realize the value of a dollar. My parents insisted that I placed \$1.00 in a savings bank account each week, and once I turned 10, they set up an annuity costing \$2.00 monthly (which now pays me \$200 monthly for life), which left me with 75c spending money each week. With that, I bought my first bicycle, paid my own fares on transit, and started my stamp collection. Needless to say, I learned the value of a dollar, learned how to save, and learned how to live within a limited budget – all attributes that have lasted me to this day. My wife grew up in war-torn Hanoi and rarely had enough to eat, let alone money to save, but essentially learned to save what little she could and to live within her means. Whatever wealth we've accumulated in life has been hard-earned and we're finding it harder to keep. The government seems to feel entitled to all of it!!!

My reason for writing this is an article I recently received from a regular Axis reader about costs in 1955. It really makes one aware of how inflation has eaten away at our ability to afford to live. In Ontario, at that time, the minimum wage was \$1.00 for skilled workers. Gas was less than 25 cents per gallon (and that's Imperial measure, not American). A top professional athlete could earn \$50,000 annually, about the same as the President of the USA was paid. Electric refrigerators were finally becoming affordable, thanks to GE. I can still remember our first non-ice-box 'frige. A new invention, the electric typewriter, was revolutionizing office work all over America and turning IBM into a major company. Electric sewing machines were replacing foot-operated manual machines for the first time.

It was becoming acceptable, though still socially frowned upon, for married women to seek employment. Day care facilities for children too young to attend school were still a future dream for hard-pressed parents. A company new to North America, Volkswagen, introduced their low-cost 'people's car' – the Beetle, and revolutionized the car industry. Germany was just recovering from WW2, and VW had a lot to do with its success. The EU was just emerging, if only the old men governing Europe could agree on co-operating. Free trade, as a concept of economic prosperity, was a brand new concept; the best one could conceptualize was preferential tariffs within the Commonwealth, which was just starting to see newly-created countries emerging from colonialism.

McDonald's was just getting started in the USA, selling 10 cent burgers. The chain didn't arrive in Canada until 1961 (in Richmond, BC). Seems hard to believe, but I patronized that restaurant several times until it was replaced by a more modern building! The concept of 'fast food' scarcely existed in the way we understand it today. Firms like Wendy's, Burger King, KFC, and Denny's didn't exist, or if they did, I never saw them, not in 1955. We had a restaurant in Toronto at that time called Town and Country, with an all-you-can-eat buffet. By age 10, I could go through four plates of food without getting sick, then have ice cream for dessert. Our problem as a family was money. We rarely ate in restaurants at all, as they were so expensive (\$1.50 for a meal with dessert).

Hotel rates were sky-rocketing as more and more people in America had money to travel. By 1955, rates had reached an astounding \$2.00! If that were enough to sicken you, a hospital stay would cost \$15.00 per day. Medicare was still a distant proposal being discussed in Canada. It was implemented, finally, in 1962, with the insurance industry prophesizing doom and gloom. The post office charged 7c to deliver a letter, an increase of 2c over the 1946 rate. Milk was still delivered door to door by a horse-drawn cart. Mr. Allen was the milkman and it was my assigned task to wait out front for Molly to pull the cart along the street to our house, whereupon I would give Mr. Allen 15 cents and the old bottle and receive a quart of fresh milk, which I would carefully carry back to the house and place it in the ice box (or 'frige, once we could afford one). Television was a novelty and such a luxury that it was taxed; so, for that matter, were radios. Can you imagine? Movies were affordable enough that I could go to the local cinema Saturday mornings to watch the latest edition of Hoppalong Cassidy for 20c. He was our cowboy hero. How times change!

**BREXIT**

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For those of you who follow the news, you may have noticed that the UK has now officially passed the legislation necessary to leave the EU. There are many with mixed feelings about the wisdom of doing so, but it is now law. It is going to happen unless the current government falls, a new election is held, and the new government decides to put the question of Britain leaving the EU to a fresh referendum. Thanks to Donald Trump's unwarranted interference in the political affairs of Britain, the probability that the government might be defeated is much higher than prior to his visit. I recently came upon the following definition in a non-political magazine and think that it sums up the situation concisely. Brexit is "the undefined being negotiated by the unprepared in order to get the unspecified for the uninformed" (courtesy of unitank.fi). All joking aside, no country appreciates the USA interfering in its internal affairs. The Americans don't appreciate Russia interfering in their electoral process and guests to any country do NOT lambaste their hosts. This is not only rude, unacceptable behaviour, it is politically unwise. News media always portray events deemed newsworthy in the most dramatic fashion possible – it helps ratings. Trump is extremely media-wise. He knew exactly what he was doing in lambasting Britain. He was trying to drive a wedge between Britain and Europe. What he accomplished was to drive a wedge between Britain and the USA. Sad.

### **WORK IN PROGRESS ON CURRENT PROJECTS**

The brand new ITMB title, Japan Railway Atlas, is delayed at press, due to page layout difficulties. As a result, it will not be arriving for another couple of months. Sorry, but these things happen.

Lesotho is now out of print. We are working on a new map, combining Lesotho and Swaziland into a double-sided map; Swaziland is also getting low on inventory (see below).

Manhattan is out of print. A new edition is at press; this title has also been delayed, as the printed map was done on Stone paper that was too thin and had to be printed again. No ETA is yet available.

Morocco is now out of print. The artwork is at press and expected in August.

Quito/Central Ecuador is out of print. A new edition is being prepared; no ETA is yet available.

Sao Paulo & Brasil South Coast is at press and due in August.

Samoa/American Samoa is out of print indefinitely.

Singapore is out of print indefinitely.

Swaziland is close to depletion. Later this year, we hope to release a combined map of the country, along with Lesotho on the reverse side; no ETA.

Vancouver Northshore Hiking Trails is out of print. A new combined map that will include the Fraser Valley on the reverse side is being prepared, but no ETA is yet available.

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**N.B. DUE IN AUGUST Denver and Colorado Travel Reference Map 1<sup>st</sup> Ed. 2018 1:10,000/1:750,000 ISBN 9781771292313 UPC 817712923134 \$10.95cdn/us E9.50 8.95GBP** – This is a brand new title for ITMB. Denver, the ‘mile-high’ city on the eastern slopes of the Rocky Mountains, is a vibrant, fairly modern city. It is the state capital, and the gold-coated dome of the legislative building highlights the wealth and strength of the state. The Denver Zoo is becoming one of the great attractions of the city, as are the Center for Performing Arts and the Museum of Science and Nature. Larimer Square is the focal point for entertainment, and Coors Field for sports. Our map shows a wide-ranging number of accommodations and eateries, and notes all points of interest. The State of Colorado map fills the reverse side of the sheet and, due to the positioning of the state’s boundaries, nicely fills the 40x28 sheet size of the map. Small portions of neighbouring states show around the edges, but the focal point is definitely north-south Interstate 25 and east-west Interstate 70. Denver is, by far, the largest urban area in the state, but other familiar cities show well – Boulder, Colorado Springs, the ski resort of Vail, Kit Carson’s home town of Burlington, and the old mining town of Silverton. The map shows all motorways and highways and, as far as we can determine, every road going anywhere. Hundreds of wilderness campsites are shown, as well as RV parks, parks, ancient ruins, and natural features.

**Jersey & Guernsey Travel Reference Map 2<sup>nd</sup> Ed. 2018 on waterproof paper 1:18,000 ISBN 9781771293877 UPC 817712938770 \$13.95cdn/us E9.50 8.95GBP** – ITMB is pleased to re-introduce the Channel Islands map area after a lengthy hiatus of preparing new artwork. The first version of this part of Europe was licensed artwork by a local firm in Jersey, and upon running out of copies of the printed map, we opted to prepare fresh artwork of our own to continue this interesting corner of the continent to continue to be available. The islands, collectively known in English as the Channel Islands, are one of those anomalies that make Europe so attractive. They are part of Great Britain, but not part of the UK; hence, they are not part of the EU. They are self-governing entities ‘owned’ by the Queen in her role of being Duchess of Normandy. This is, of course, merely a hereditary situation, but the islands were the personal possessions of William the Conqueror in 1066, at the time he led Norman forces into Britain and won the Battle of Hastings. They remained his personal possessions and have been passed on from monarch to monarch for more than 950 years. Located just off the French coast, not too far from St. Malo, the islands were occupied by German forces during WW2, and are now readily available by ferry or airplane from both France and Britain. There are actually five inhabited islands, of which Jersey and Guernsey are the largest. Alderney, Sark, and Herm make up the others. Ferries link the islands, and tourism is a major activity of the islands, along with banking. Most visitors arrive on Jersey, which on our map occupies an entire side. The airport is located near the western end of the island. Ferries arrive at St. Helier I’m very pleased that it is once again available. Accommodations are plentiful and car rentals the best way to explore the island. The map shows all touristic attractions, roads, and rural restaurants/pubs. The reverse side is dominated by Guernsey, naturally, and its historic main town of St. Peter Port, but the shape of the island allowed us to include generous inset maps of Alderney and Sark, while including tiny Herm in the main map. This map has two covers: one showing Jersey and Guernsey, and the other noting Guernsey and Jersey, with two different pictures, to assist with enabling the sheet to show either side.. And in the upper right corner, the flags of each island are shown. This is one of those ‘must see before death’ touristic destinations and is well worth the visit. This is the only modern and up-to-date map of the islands in print.

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**St. Lucia & Martinique Travel Reference Map 2<sup>nd</sup> Ed. 2018 1:45,000/1:65,000 ISBN 9781771297073 UPC 817712970732 \$13.95cdn/us E9.50 8.95GBP** – At long last, ITMB is finally releasing our updated travel map of St. Lucia. As before, the scale used fills one side of the sheet. We have added some new touristic material, based on our visit to the island last December, but little changes on most Caribbean islands. We have included an inset map of Castries, the capital, noting, among other things, the cruise ship terminals (there are two) and the inter-island ferry terminal. That is important because St. Lucia is now linked to neighbouring Martinique by a scheduled ferry service and it is very convenient for visitors wishing to enhance their visit by adding a day trip to Martinique. For this reason, we have added a full-page map of Martinique to the reverse side of the sheet. The ferry goes to Fort-de-France, the capital, and the map includes an inset of the city, showing where the ferry docks. Martinique, with its French heritage, is more exotic than most English-speaking Caribbean countries, but is friendly and somehow different. It is considered an extension of France and thus of the European Union, so uses the Euro. Although the common language is French (or a variety of it), English is well-understood. Cars are readily available for hire and road conditions are good. The island even boasts a motorway, going to the island's south coast. Both islands are important Caribbean travel destinations, with resort hotels concentrated on Marigot Bay and Rodney Bay in St. Lucia and in the Pont du Bout peninsula of Martinique. The map has a double-sided cover for ease of marketing.  
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### **NEW RELEASES IN JUNE, 2018**

**Reykjavik & SW Iceland Travel Reference Map 1<sup>st</sup> Ed. 2018 1:10,000/1:330,000 ISBN 9781553413851 UPC 815534138576 \$12.95cdn/us E9.50 8.95GBP** – **AVAILABLE**

**Southern BC/Alberta Travel Reference Map 1<sup>st</sup> Ed. 2018 1:1,000,000 ISBN 9781771297059 UPC 817712970596 \$10.95cdn/us E9.50 8.95GBP** - **AVAILABLE**

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