

# The ATLANTIC • ADVOCATE

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A scene near the entrance to the Barrington Street semi-mall which was erected as an experiment in Halifax, N.S., last summer. It was so successful it may be constructed again this year, and even become a permanent feature. See page 31.



The evening convoy starting off along the Kyrenia-Nicosia road up to the Kyrenia Pass. It is escorted by Black Watch United Nations vehicles, which provide access for the Greeks through the Turkish enclave.

whole island turns brown and ochre. But from December onwards the grass becomes greener, oranges and lemons still hang on the trees, the scarlet flash of the Christmas flower, poinsettias, can be seen against houses; chrysanthemums, begonias, petunias, roses are already in full bloom.

Some of this glory is evident on the Kyrenia-Nicosia road. It struck my eye as we waited for the twice-a-day convoy to form outside Kyrenia. The convoy is one of the oddities created by the Turks' insistence that Greeks can not enter their sectors. With their largest enclave on the Mesaoria plain, it means the fourteen-mile Kyrenia-Nicosia road is banned for a Greek and he has to make a forty-eight mile detour. Such a situation is obviously intolerable. The Turks finally agreed to allow a United Nations escorted convoy to go through their lines twice a day from each end, that is, four convoys in all. They were led at first by armoured cars. Now

only jeeps are used and the men carry just personal weapons. This is another job for the Black Watch. At the appointed time their jeeps join the front and rear of the column that has been marshalled by Greek Cypriot and Austrian United Nations police, and with a sudden roar of acceleration everyone is off. The strange caravan of private cars, trucks, buses and motor cycles hurtles up the long haul from Kyrenia, past the Turk machine gun, down the steep incline the other side and away like a disembodied segment of rush-hour traffic across the flat lands of the enclave.

"The thing that we have been least successful over," said Lt. Jim Jamieson of Fredericton, the district economics officer, "is to get the enclaves broken down and back to the mixed villages." I had heard elsewhere that part of the problem is Turkey's support of the Freedom Fighters and refugees to the tune of thirty pounds a month each—a consider-

## "upon the corporals"

able amount in a land where the average income is \$700 a year.

The need for an economics officer is something peculiar to these tours. It comes under the heading of "contributing to the return to normal conditions." Lt. Jamieson and the branch for which he works have been particularly successful in persuading Greeks and Turks to restart two lime works in the foothills of the Kyrenia range near the Turkish enclave. Both are now operating twenty-four hours a day, seven days a week. Similarly much is being done to recover the tourist trade. Greeks and Turks welcome all tourists and they can pass without let or hindrance almost anywhere on the island. In fact a holiday-maker could travel around the whole island and learn little about what I've described, except to be waved through the roadblocks and see the U.N. vehicles scurrying about.

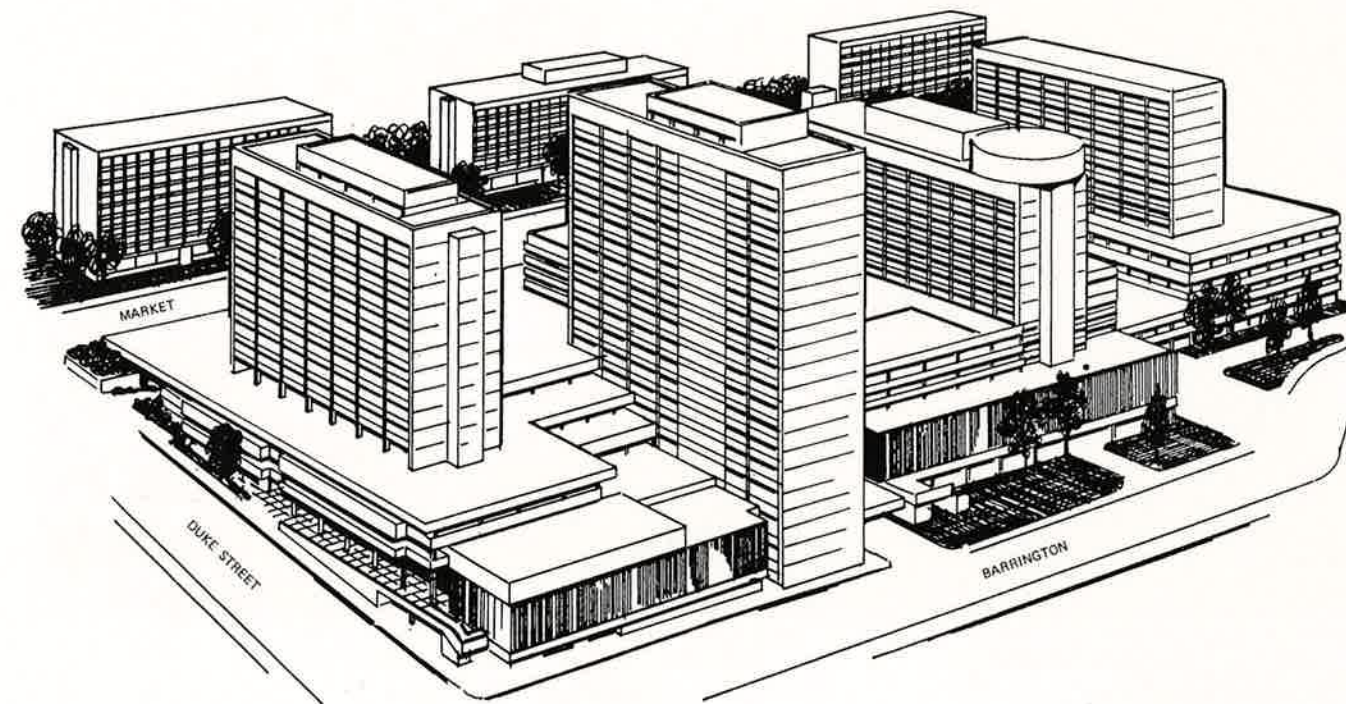
In the Canadian consulate in Nicosia the Acting High Commissioner, Mr. R. E. Caldwell, said there's about a million dollar a year trade each way between Canada and Cyprus and it was hoped this would improve. Since his office will shortly be closed down by the Canadian government's new austerity measures, he was unable to indicate any long-range plans. That, however, is getting away from the Black Watch.

It needs little reflection to realize the brunt of the responsibility in this peace-keeping job is falling upon the corporals. In view of the fact it costs the Canadian taxpayer about \$800 a year per man, a total of about \$4-million a year, to keep this force in Cyprus, I asked Colonel MacLeod if his men wouldn't be more profitably engaged on exercises in Germany or Canada if they could be relieved of the Cyprus commitment? There is already talk that the U.N. forces on the island may be reduced to an observer force within the next two years, if the political discussions continue satisfactorily.

"The training we have here," he replied, "is excellent. Besides the training of the airlift and movement from Canada, where else can you give such responsibility and chance for leadership at the N.C.O. and platoon leader level? This is good. And the experience they gain in Cyprus they may have to use elsewhere in the world. Nobody knows where they may be called up to keep the peace next."

This spring the Second Battalion of the Black Watch will return to Base Gagetown in New Brunswick. They will have completed their last role with honour and distinction. What better tribute could they have received than being called upon to serve not only Canada but also the world? □

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This is a rock dredge used by the crew of CSS "Hudson" to scour the ocean bottom for geological specimens.

(Bedford Institute Photo)

and geological studies of Canada's continental shelf on its west and northern coasts.

CSS *Hudson* is the pride of the oceanographic fleet of Canada's department of Energy, Mines and Resources, of which the Bedford Institute is a part. At 296 feet in length, the ship displaces 4,800 tons. One of the most modern research vessels in the world, the *Hudson* has been heavily committed to studies of the North Atlantic ever since she was launched in the early 1960's. She is ice-strengthened and sufficiently powerful to operate in all but the worst ice conditions, and she has a cruising range of 15,000 miles.

Because the vessel is the key to the entire operation, the expedition has been labelled "HUDSON '70". The ship left Dartmouth and the port of Halifax on November 19 after a ceremonial send-off attended by many local and national dignitaries. Federal Minister of Energy, Mines and Resources, J. J. Greene, was on hand to offer the government's, and his personal, best wishes.

Ports of call will be Rio de Janeiro in Brazil, Mar del Plata in Argentina, Puerto Williams, Punta Arenas and Valparaiso in Chile, Papeete in Tahiti, Vancouver and Victoria, B.C., and Resolute on Cornwallis Island in the Canadian Archipelago. The *Hudson* is scheduled to return to Halifax and Dartmouth on October 13, 1970.

Captain D. W. Butler and some members of his crew will be making the entire journey. The scientists, however, will change at most ports of call, and many of the remaining ship's crew will be relieved at Valparaiso and Vancouver. In charge of the scientific aspects of the expedition are: Dr. W. L. Ford, director of the Atlantic Oceanographic Laboratory at the Bedford Institute; Dr. C. R. Mann, Dr. C. D. Maunsell, Dr. B. R. Pelletier and Dr. D. I. Ross, all also of the Atlantic Oceanographic Laboratory, and Dr. W. M. Cameron, director of the Marine Sciences Branch, Department of Energy, Mines and Resources.

The expedition is divided into two phases: the work in the South Atlantic, Antarctic and South Pacific oceans; and the surveys off the west and northern coasts of Canada. It will be the first time oceanographic samplings have been conducted in the Pacific all the way from the Antarctic Ocean to Alaska. From their studies in the South Atlantic, Antarctic and South Pacific oceans, the scientists expect to gain considerable knowledge of the basic oceanographic processes of the world oceans. Studies in the Chilean fiords will provide a comparison with the British Columbia fiords and basic information of the fiords of the world.

The first phase of the expedition is Canada's contribution to the oceanographic decade, an international study of the world ocean for the world's benefit

in the 10-year period between 1970 and 1980.

The surveys off the west coast of Canada and in the waters of the Canadian Archipelago form part of the extensive program of geological and geophysical exploration in Canada being carried out by the department of Energy, Mines and Resources. The *Hudson* studies will be centred on the continental shelves and slopes around Canada. A complex of advanced scientific equipment has been assembled aboard *Hudson* for these surveys. The scientists are looking for the answer to the massive uplifting of the continental shelves in the Canadian arctic and will also use the information gained from their measurements to test the theory of the drift of continents.

The voyage provides a special opportunity for chemists, biologists, geologists and physicists, working in the field of oceanography, to carry out co-operative studies on an ocean-wide scale. Studies of biological and chemical features of the oceans and the way they are influenced by the movements of large masses of water and ocean currents form the main part of the program.

Of considerable interest to the biologists are layers of biological material which extend over much of the world oceans at depths of up to 1,000 metres. These layers are readily detected by echo sounders and it is known that the echoes are produced by fish. Estimates of the fish density indicate that the layers contain more organic material than any other source in the ocean, but little is known of the size and species of this population.

The ship will spend several weeks in the vicinity of Cape Horn obtaining measurements of the flow and variation of flow of the great circumpolar current as it passes between the cape and the Antarctic continent. Of interest to geologists will be the information obtained about the geological submergence of the Arctic Islands. The channels between the islands are thought to be submerged, ancient river systems. Sampling of sediments in them will provide evidence of glaciation and modification of the channels by glacial scour before submergence. Comparison of ancient fauna in the sediments with living fauna in the water and on the bottom will give information on the past depth, temperature and geographic limits of the ancient Arctic Ocean.

Chemical analysis of the sediments will lead to an understanding of the climate that existed in the Arctic during the past one million years. The geophysicists will employ seismic profiling and other techniques to study the crust of the earth between the sediments. They will use the information not only to develop further the geophysical mapping of these areas for resource exploration but to extend understanding of the evolution of continents and ocean basins. □



The "mini-mall" on Barrington Street, soon after it was constructed. The only vehicles allowed through were the public buses and trolleys. Otherwise the area was a place for pedestrians to saunter, take refreshments at outside tables, and meet their friends.

## EXPERIMENT FOR HALIFAX:

# SHOULD THERE BE A MALL?

By J. L. DOWELL

TO THE THRONGS of office workers, clerks, business and professional people who regularly scurry along staid old Barrington Street in the business heart of downtown Halifax, Nova Scotia, on any morning, the sight they saw on the morning of Monday, August 11, 1969, was something of a stopper.

During the week-end a strange eruption had taken place, leaving in its wake an anomalous conglomeration of massive rock out-croppings and scattered pebble beds.

As if that weren't enough, there were maple trees growing among the rocks, while dainty plots of smoky-silver cineraria and wine-red iresine sat atop the out-cropping as though they'd been there for ever. There were even clusters of softly

rustling palms, and colourful planters of flowers in full bloom.

Added to that, gaily hued benches nestled invitingly into sheltered nooks, and out on the surface of the street, where a few days before thousands of cars had whisked by, picnic tables waited expectantly. And all of this in the central block of Barrington Street, between Prince and Sackville Streets, where are located many of the city's oldest, most respected, and incidentally, most tradition-bound family-operated retail clothing, jewellery, and departmental stores.

If many of the office workers and clerks stopped to gape, and were consequently late for work, it was not to be wondered at. For at precisely nine o'clock on that Monday morning, His Worship Mayor

Allan O'Brien of Halifax was in the act of cutting a ribbon stretched across the street, held by two lovely young ladies, to open Halifax's first experimental street mall.

As malls are designated, this one was really a semi-mall since transit vehicles continued to run there, but it was undoubtedly an authentic, well furnished, and comfortable shopping area, designed for pedestrian convenience, as opposed to motor traffic. It took into account that today's shoppers like to meander, not forever being forced to scamper out of the way of speeding automobiles and snorting trucks.

For downtown Halifax, and the merchants of Barrington Street, after several years of watching their once thriving

entire expedition is to obtain knowledge of the oceans valuable to the development of under-sea resources of Canada and the world.

The scientists are mainly from Canadian government laboratories and universities such as: the Marine Ecology Laboratory, in Dartmouth; McGill University, Montreal; Dalhousie University in Halifax; the University of Toronto; Queen's University in Kingston; the University of British Columbia; Trent University in Peterborough; the National Museum of Natural Sciences in Ottawa; the National Research Council in Halifax; Defence Research Establishment Atlantic in Dartmouth and the Pacific Oceanography Group of British Columbia. U.S. scientists will represent the Scripps Institute of Oceanography in California and the Woods Hole Oceanographic Institute of Massachusetts. They will be joined by scientists from Argentina and Chile during points of call in those countries.

Their program includes physical oceanography, and chemical and biological studies in the South Atlantic, Antarctic and South Pacific oceans, and geophysical

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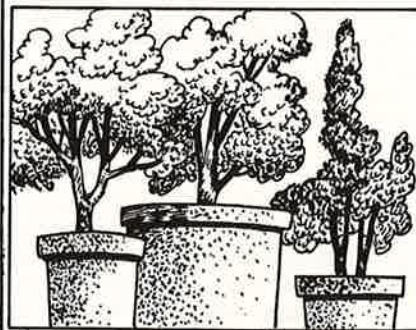


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businesses being slowly drained dry by mounting competition from outlying shopping centres, it was certainly a new departure, and one not entered into without trepidation.

The downtown mall, or semi-mall, (or mini-mall, as the Board of Trade preferred to call it), came into being mainly through the efforts of an organization known as The Downtown Halifax Business Association. This is a long-time sounding board for many of the businesses operating in that section of Halifax loosely bounded by Brunswick Street and the Citadel on the west, and extending east to the harbour.

The president of the association, Allan Silverman, an aggressive young lawyer and real estate operator, administering wide-spread holdings in the downtown area, assumed office last April on a platform which included among other progressive steps an assurance that he would do all in his power to establish a downtown shoppers' mall during his tenure of office, even if only on a trial basis.

He meant what he said.

With the first edition of Canada's Summer Games slated to begin in Halifax-Dartmouth on August 15, and all administrative branches of both cities caught up in a headlong rush to have every requirement completed down to the last detail before that deadline, prospects for so relatively unimportant a project as an experimental downtown mall seemed slim indeed. But in June the first step was taken when representatives of the business association met with Mayor O'Brien, during which meeting the possibility of a mall was touched upon.

Mayor O'Brien proved instantly sympathetic, and immediately arranged an on-the-spot meeting between the association members and the city's planning department head. From there they went to the traffic engineering department again on the same morning, so that when they emerged from City Hall a couple of hours later, exploratory steps were already under way to initiate such an experiment at least a week before the opening date of the Canada Games.

The speed with which the mayor and the two city departments could go into action left the members, who had really expected to encounter at least some administrative shilly-shallying, a bit breathless. A day or so later a formal, written request went forward to City Council.

On the evening of July 9 City Council, sitting in committee-of-the-whole, heard a brief on the projected form of the mall and its purposes. Close questioning by virtually every member present indicated a depth of interest in the project, and its possible future effect on the restoration of economic health to the downtown area.



A view of the rock islands, transported trees and shrubs, and centre track through the Barrington Street mall.

That came as a heartening surprise to the business men.

For several years the majority of them had thought they could not count on any effective assistance from City Hall in improving their lot, that concessions of any kind were reserved almost exclusively for the more clamorous, more affluent, outlying shopping centres, and Halifax's glamorous new \$40-million Scotia Square, to the detriment of the traditional downtown shopping districts—a view not unknown in other cities across the continent.

A week later, on July 16, the Council granted approval. The downtown mall was to become a reality. Its total life was to be only three weeks, from August 11

*"instantly  
sympathetic"*

to August 31 as first approved; it was later extended to September 20, an additional three weeks.

In the meantime, encouraged by Council's attitude at the first meeting, the association had been conferring almost constantly with the city's planning and works departments, drafting layouts, design, and furnishings for the mall, if and when it came into being. That foresight later proved invaluable. With final approval safely in hand, consultations between the association and Halifax's planning, traffic engineering, and works departments accelerated rapidly.

Changes in traffic patterns for the area would go into effect on the morning of

August 4, one week before the projected opening date of the mall.

Those changes would in themselves, it was pointed out, improve the feasibility of the mall, and by restricting all vehicles except buses or trolleys, the total number of cars and trucks would be reduced from a daily average of over thirteen thousand to something like five hundred, a drastic reduction indeed, and certainly one which would immeasurably improve the safety factor for those shopping in the mall.

Also, the opening of new one-way routes both north and south on Water and Hollis Streets would, it was believed, eliminate the huge, noisy and noisome diesel trucks which for the past several years had pounded incessantly along Barrington Street from early morn to late at night.

That in itself, in the estimation of business men, could have been sufficient justification for the establishment of the mall. After all, it's difficult to complete a sale if you can't be heard.

The next consideration had to be the physical construction of the mall itself, and this very decidedly involved safety factors. If there were to be benches located about the mall for shoppers to enjoy; if there were to be tables at which shoppers could sit in the sun and eat a lunch, or sip a soft drink; if children were to be encouraged to play about the mall, while at the same time heavy buses were to traverse its centre, then construction, design and materials used must take these things into account. Also, the blind and the aged must be considered.

In the end, there proved to be but one course. The centre lane for buses must be

## *"even those witnessing it did not grasp its magnitude"*

clearly defined. It was to be a single track, twelve feet in width, with passing turn-outs at either end which would also serve as passenger pick-up points.

The mall's planners, John Coe of the city's planning department, George West, city works department head, and representatives of the business association quickly favoured quarry stone, not the most aesthetic, but clearly the most utilitarian, to protect plants and people.

Adopting quarry stone as his medium, John Coe quickly drafted sketches of his concept of the mall and presented them to the committee, where they were approved with a bare minimum of change. From that moment on things began happening, in several city departments as well in the business district itself. There was little time left if the mall was to become a reality by Monday morning, August 11, the opening time and date set by Council.

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THUS it was that eight o'clock of a bright summer's morning, Saturday, August 9, saw an assemblage of top city brass on Barrington Street such as had seldom in the city's history been gathered together in one spot at so early an hour. And the scene was one of such fantastic confusion as to seem a figment of a berserk mind.

Huge dump trucks came and went, spilling thunderous loads of fragmented rock, seemingly at random. A shrieking front-end loader ground and bucked its way through mounds of rubble. Men shouted to man and, sometimes profanely, at machine. Yet, as one watched, one became aware that somewhere back of all this noisy, dusty disorder there was quiet order, direction.

John Coe, sketches in hand, threaded his way nonchalantly through the confusion, marking chalk circles and crosses on the pavement. George West, in a handy central doorway, kept a weather eye out for trouble spots. George Power, retiring superintendent of Halifax's famous public gardens, moved in truck loads of already planted trees and flowers. Traffic engineer Bob Chaboyer patrolled the area, quietly directing dispersal of traffic build-up. Policemen efficiently and good-naturedly kept the trucks moving in and out of the mall site. Altogether the operation was a masterpiece of effective planning and inter-departmental co-ordination such as few cities could duplicate, and fewer surpass. But it was accomplished with such dispatch that even those witnessing it did not fully grasp its magnitude.

Twelve hours after its beginning the Barrington Street semi-mall was complete, the trees and flowers watered, the street tidily flushed down.

In that short space of time well in

excess of one hundred tons of quarry stone had been transported, dumped, and wrestled into contoured rock-beds so skilfully put together that literally not one rock fell from place during the six-week life of the mall. Twenty-six trees grew out of them, beds of flowers topped and skirted them. Palm trees and perennial leafy plants sprang from pebble-beds. Flags floated. The mall took on an appearance of permanency and solidity commensurate with that of the long-established businesses which fronted upon it.

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IN cutting the ribbon at the opening ceremonies on Monday morning Mayor O'Brien expressed the hope that "this imaginative venture" might mark the beginning of a turn in fortune for the hard-hit downtown business district. On Monday evening a well-known CBC broadcaster, host of a widely-viewed television program of local interest, labelled the mall a "mess of rubble". Two schools of thought, expressed a few hours apart. The broadcaster apologized somewhat lamely the following evening, but the

## *"took on an appearance of permanency"*

label he had coined stayed more or less on the tongues of the mall's detractors so long as the place existed.

The president of Halifax's Board of Trade, George Robertson, Q.C., wrote the president of Downtown Halifax Business Association complimenting him on the establishment of the mall at long last, and commenting upon its fine appearance. But an elderly lady phoned the association from the extreme north end of the city to criticize the use of "winter flowers" (chrysanthemums) in the decoration of the mall. Both views were dutifully recorded for later reference.

Meantime, most of the businesses in the mall block, as well as those adjacent, were keeping tabs on their sales. The majority reported moderate to excellent increases. A few, comprised mainly of businesses which had opposed the whole idea of the mall, reported declines or no improvement. One or two, which had originally opposed or refused to support, swung over during the experiment and became advocates.

Specific sales directly attributable to the mall included an expensive fur stole bought by a Florida couple touring the province who had been told of the mall at the city's tourist bureau, and came

downtown to see it. The purchase was made on one of the hottest afternoons in August. A second instance concerned a south-end housewife, who explained that she hadn't shopped downtown for several years but had been curious about the mall. She then purchased over a hundred dollars worth of summer wear from one of the better dress shops. A national variety store located in the centre of the area reported that its lunch counter did a record business, much of the food being carried outside to be eaten at the picnic tables in the mall.

However, there were some odd points about the experiment.

By a peculiar twist in legal semantics the city's health department ruled that food could not be served out of doors by any restaurant or other purveyor of food, yet there was nothing to prevent a consumer from buying food indoors and carrying it outside to be eaten at a table.

Deep cogitation is required on that one.

By an even more peculiar twist, few if any of the businesses in the mall block, or neighbouring blocks, discerned the true nature of the mall; that it was a tool to be skilfully used in advertising their wares.

Most considered it merely as ornamental, a novelty which would bring people into the area of itself. Consequently, other than a one-day sidewalk sale staged by only a handful of merchants, little imaginative advertising was done.

In fact, had the mall not been well publicized by radio, television, and the newspapers, who recognized its newsworthiness, little would have been heard.

That requires even deeper cogitation.

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EARLY in the morning of Saturday, September 20, the Barrington Street semi-mall quietly disappeared, dismantled and carted away by the works department with the same efficiency with which they created it. Scarcely a ripple of disturbance hindered the movement of traffic or the conduct of business. The "mess of rubble" had departed, but repercussions continued.

Mayor O'Brien voiced the hope that another, more extensive mall, embracing at least three blocks, would be supported by the downtown business people in 1970, and that subsequent years would see a movement toward a full and permanent mall for all of that portion of Barrington Street lying between the foot of Spring Garden Road and Halifax's newest addition, Scotia Square, with the mall serving as the centre link to form one of the most exciting shopping complexes in Canada. He reported that during its six weeks of life no serious objection to the experimental semi-mall had been registered with any department at City Hall.



*Construction of the temporary mall placed emphasis on "sitting areas", such as these alcoves seen above.*

Alderman Leo Hogan, operator of a successful business in close proximity to the mall block, enthusiastically endorsed the Mayor's stand. He said his own firm had undoubtedly benefited, and in his opinion the mall concept, as a continuing thing, would add immeasurably to the re-vitalization of business conditions in the entire downtown area.

Virtually all other members of City Council expressed similar views. Their thinking was undoubtedly swayed by first-hand knowledge that the downtown retail business district, once the backbone of the city's tax structure both in property assessment and business tax, has been steadily declining in recent years, with a resultant loss of tax dollars.

However, although there is almost total agreement that a full pedestrian mall on Barrington Street is desirable, there is also recognition that establishing such a development presents its problems, both to city administration and to the property owners whose premises abut the proposed area.

Costs, as related to expected return, re-

quire careful study. Transit routes, which traverse Barrington Street in heavy concentration, would need revision. Off-mall parking is a major problem, and a thorny one. But there is growing, if cautious, optimism that most of these obstacles can be effectively solved, if attacked with determination by a majority of merchants working in harmony, aided by equitable assistance from City Hall.

Meantime, various city departments mull over data gleaned from 1969's eruption on Barrington Street. And hopeful business men, hard pressed by circumstance, examine slim budgets to find funds to pursue a course back into the stream of progress.

From other cities across Canada come letters of inquiry, directed to the Downtown Halifax Business Association, seeking to find what Halifax has learned from its first street mall, indicating that the difficulties experienced by Halifax's downtown business district are not peculiar only to Halifax but are well-nigh universal in these days of fast change. But not all of the answers are in yet. □

*"From other cities across Canada come letters of enquiry..."*