

Mrs. Lois Winslow-Spragge

Grand-daughter of former Principal — Enjoys Art and Nature

Reporter -
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Ila Demba

Vertebrate Tracks

One would hardly expect to find a genteel octogenarian like Mrs Lois Winslow-Spragge wielding a hammer and smashing rocks on the floor of her garage. However, in order to create her attractive and somewhat unusual 'rock art' paintings, several of which were displayed at Georama, the Exhibit section of the 24th International Geological Congress recently held in Montreal, the rock smashing episode is stage one of this creative undertaking.

Mrs Winslow-Spragge is matriarch of an artistic and nature loving family with many McGill connections. She is the grand-daughter of the late Sir J. William Dawson, principal of McGill from 1855 to 1893; her father Dr. Bernard Harrington was appointed as Greenshields Professor of Chemistry and Minerology in 1883, becoming McGill's first professor of chemistry; her uncle Dr. George M. Dawson, raised on the McGill campus, was head of the Geological Survey of Canada from 1895 until his death in 1901; Mr. Conrad Harrington of the present Board of Governors is her nephew.

An involved and interesting person with numerous artistic abilities, Mrs Winslow-Spragge enjoys painting, drawing, pottery and photography. Prior to her marriage she was the first person to be employed as a drawing teacher at Miss Edgar's and Miss Cramp's School.

Since becoming one of the first female potters in Montreal, — she attended a class in a coffee shop on University Street, — she has turned out many varied and unusual ceramic pieces. One of her other favourite activities is photography. She enjoys making movies of the outdoors, has captured many of the delights of Expo '67 and as far back as the visit to Canada in 1939 of King George VI and Queen Elizabeth, was busy with her camera. An unusual area for photography, but one which she states offers a great deal of beauty and tranquillity, is the Catholic cemetery on Cote des Neiges, with its variety of tombstones, many of Connemara marble, sculptured in Italy.

Her attractive 'rock art' exhibits are basically oil paintings with pieces of rock glued to them, which gives a greater texture and depth than normally found in a painting.

Also on display at Georama were original teaching linens of her grandfather, Sir J. William Dawson. These were undoubtedly some of the earliest visual aids used at McGill. The one on the left illustrates vertebrate tracks and the other — fossil shells from the carboniferous period. Mrs. Winslow-Spragge feels that her mother, who illustrated a number of texts, was most likely responsible for the drawing of the shells. These teaching aids



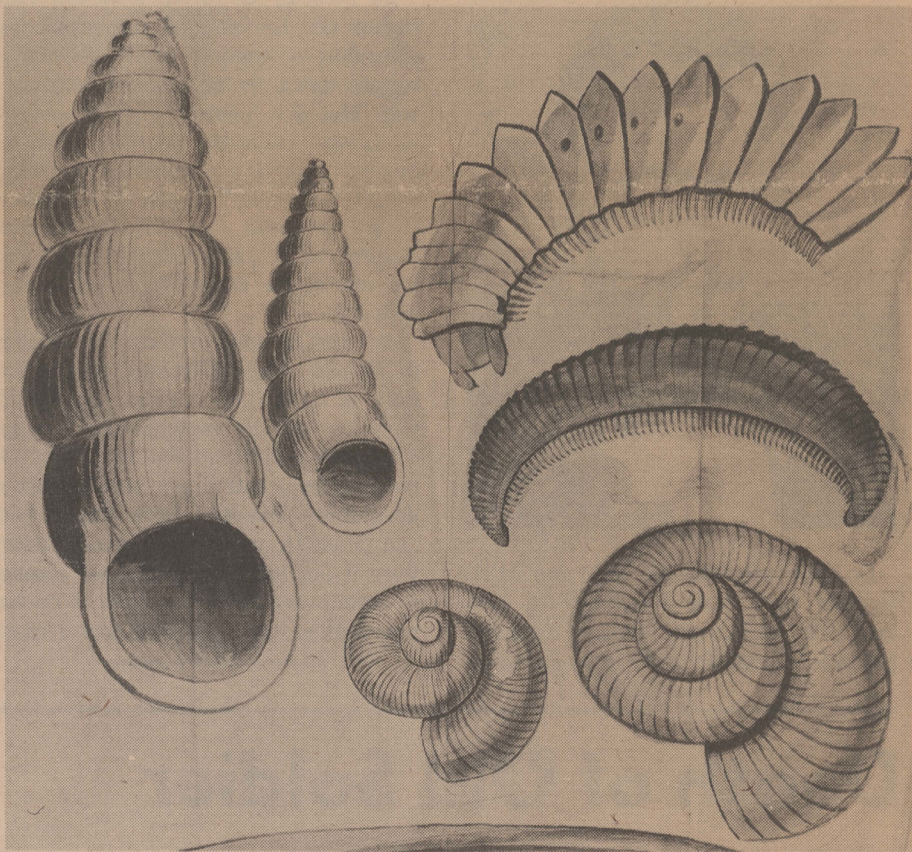
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are ink drawings on large sheets of linen, some of which are actually bed linens.

For some time now Mrs. Winslow-Spragge has been working with the McGill Archivist, Mr. J.C.L. Andreassen, transcribing and collating the Dawson family papers. She is the author of a biography of her uncle, Dr. George M. Dawson who, she comments, was not only a brilliant man but an excellent photographer. Copies

of twenty-five of Dr. George's water colours exhibited at Georama were on public view for the first time. These paintings were originally contained in pocket note books, obviously made on the spot and mainly for scientific reasons. They formed part of the record of his explorations showing varied land formations and strata. Mr. Andreassen was responsible for the prints and mountings.

Fossil Shells From Carboniferous Period



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Car from page 1

thereby increasing efficiency; an internal combustion engine which is smaller than a normal one; no transmission system; and an engine which runs at a constant speed, since the engine drive system can store energy. This allows for much finer tuning for reasons of efficiency, fuel consumption, emissions, etc.

In terms of design potential, the car is a feasible financial proposition. A team of cost analysts have appraised it at \$2535, although that price could be reduced given certain refinements. However, the differences compared with a regular car in the type of system engineered by the McGill students would certainly involve the retraining of

drivers; and in order to meet the specific requirements for which their car was designed, the automobile industry would have to change radically — and this takes time and experimentation. It is emphasized, however, that this is a workable system. An encouraging beginning!

Correction

Please note that we incorrectly stated in our September 5th issue that The Faculty of Religious Studies building had been renamed the William and Henry Birks Building, on September 4th. This will in fact take place on the afternoon of October 4th.

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MCGILL REPORTER

The Purple John

"The development in health care delivery in Quebec is extremely interesting and far in advance of anything I have seen in the U.S." — this comment came from Dr. Sidney S. Lee, renowned throughout North America for his efforts to improve the social and economic aspects of community health. Dr. Lee has recently been appointed to the new post of Associate Dean (Community Medicine) in the Faculty of Medicine. He will also be Director of McGill's Health Care Centre and will serve as Acting Chairman of the Department of Epidemiology and Health during the absence on sabbatical leave of Dr. J. Corbett McDonald.



Chris Payne

Dr. Lee received his B.S. and M.D. Degrees from Yale University in 1942 and 1950 respectively. He also received the M.P.H. and Dr. P.H. from the same

university (1952 and 1953). After several years associated with Boston's Beth Israel Hospital he became its Director in 1966. Dr. Lee lectured in Public Health Practice at the Harvard School of Public Health from 1955 to 1960 and was appointed Associate Dean for Hospital Programs in Harvard's Faculty of Public Health.

One of Massachusetts's foremost advocates of regional health planning, Lee has greatly influenced the development of major health facilities in the Boston area. He has also been consultant to the governments of Quebec and Ontario during their implementation of the Federal Health Insurance system.

As Director of McGill's Health Care Centre Dr. Lee will be responsible for expanding community health services in regions served by the hospitals associated with McGill's Medical Faculty and establishing contacts between citizens' groups, hospitals and government. Having been active in the creation of community clinics involving the Harvard Medical Faculty he is particularly interested in the role of the university in health care delivery.

Dr. Lee is now comfortably installed in palatial office premises on the 2nd floor of 1110 Pine Avenue (the Health Care Centre). He occupies an immense salon, two slightly smaller anterooms and two enormous bathrooms, one of which is delightfully equipped with purple bath and toilet. He would revel in such luxury were it not for the conspicuous absence of certain necessities — there is no furniture other than one desk and a chair,

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Death of Old Soldier

Mr. E. J. (Ted) Page, a Lieutenant with the Canadian Corps of Commissionaires who died on Tuesday, September 12th, was a man who made a tremendous contribution to McGill, both in his official capacity, and as a person.

Responsible for Library Security Services in eight of the McGill libraries, Page was known for his efficiency as a security man, for his presence of mind, firmness, and combined with these qualities — a delightful sense of humour.

A cockney and proud of it, he remembered the first Zeppelin raids on London during the 1914-18 war. In 1928 he joined the King's Royal Rifle Corps, and served with them in India for eight years where he then took his discharge. From there he went to Burma, married, and worked as a metallurgical mining superintendent. In 1941, during the Japanese invasion he was called up into the King's Own Yorkshire Light Infantry and fought with

them through the retreat. Later commissioned in the Burmese Rifles, he commanded a company through the second Chindit campaign, and served on the Burmese front until the end of the War. After the partition of India he transferred to the British Army, retiring in 1955 with the rank of Captain. He then worked in Australia and several areas in Canada.

Mr Page had been at McGill for almost four years and was well-known to many staff and students. The Learned Societies Conference, held on the campus in the Spring, was his last big job and much credit was given to him for the excellence of the security services.

He was taken ill during his summer vacation in the Eastern Townships, and at the time of his death, which occurred in the Montreal Chest Hospital, was 63 years of age. He leaves a widow and three daughters.

McGill Engineers

Win With Orange Bug



Chris Payne

Grouped around the car are — from left to right — François Jetté, Mike Schoof, Allan Tencer and Yvon Charland. Gary Grant was absent.

It all began as an idea, but unlike some ideas which never come to fruition, this one ended as a success!

Last June, Allan Tencer, a 71 mechanical engineering graduate, initiated, as part of his Master's degree thesis, a design for a low polluting, safety-oriented car. In August of this year, the car brought honour to Allan, the seven members of his team and the University by winning two awards in the Urban Vehicle Design Competition.

The competition, the first of its kind, was sponsored by SCORE (Student Competitions on Relevant Engineering), a student organization with offices at M.I.T. The competition involved the design and engineering of a complete car for a specific driving situation, rather than one designed to meet particular qualifications — for example, low pollution emission. And in this case, the cars were designed for city driving.

The week-long event was held at the General Motors Proving Grounds in Milford, Michigan from August 6 to 11. All entries were judged by G.M. staff for safety features, energy efficiency, consumer cost, emissions, styling, etc. Eight Canadian universities and two colleges were represented in the competition which drew sixty entries from Canada and the U.S. The University of British Columbia received the Grand Award; the University of Toronto placed second.

McGill's car is a small, two-seater, four-wheel vehicle with a bright orange fibreglass body — and is rather unique. The engineering of its smooth-functioning engine drive system won top honours in the engine design (unclassified) division and a second place student innovation award. The cost of the car, supported by various government agencies, foundations and private enterprise — as well as grants for student salaries — came to \$15,500.

As opposed to a regular internal combustion engine, the engine drive system in the McGill experimental car is designed to store its own energy. Although the car does have an internal combustion engine, it is smaller than the one found in present-day cars — and it is this engine that is responsible for driving a pump which forces oil into an accumulator or storage tank in which there is compressed nitrogen. As the oil goes into the accumulator, it displaces and compresses the nitrogen present, then circulates into a hydraulic motor attached directly to the car's wheels. The oil then re-circulates. Stored energy is the difference between the input and output of the circulating oil, and it is this stored energy that is the unique characteristic of the car.

The main features of the engine drive system are a reversible hydraulic system which eliminates waste energy,

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