# POOR DOCUMENT

THE EVENING TIMES AND STAR, ST. JOHN, N. B., SATURDAY, OCTOBER 18, 1919







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Apropos of the recent extension of the Protestant Orphans' Home into another building at West St. John, and the forward movement of its directorate in giving the institution definite provincial scope, the following historical sketch prepared by Mrs. David McLellan and read at a recent meeting of the board, is interesting. Mrs. McLellan has been a faithful member of the orphanage board for close to forty years and her reading of this sketch commanded the keenest attention of the members of the board who were very glad of the information it contained.

Doubtless it will be equally interesting to the people of St. John as herewith printed. The sketch is written somewhat in a personal vein and was not intended for widespread publication, but the writer has kindly consented to its use in the Times:

## The Cholera Epidemic.

In the month of July, 1854, Asiatic cholera made its appearance in this city and prevailed to an alarming extent. It lasted throughout August and from the best information that could be obtained about 120 children became orphans, destitute and helpless—about one-third of this number being Protestants. All of these, with a large number of destitute women, with children, were at first temporarily provided for by a general relief committee, who solicited contributions for that purpose; but the necessity of having a permanent orphan asylum in connection with the various Christian churches in the city was more and more felt, where such destitutes could be received and provided for until they were able to provide for themselves or could In the month of July, 1854, Asiatic able to provide for themselves or could be otherwise suitably situated. How Orphanage Started.

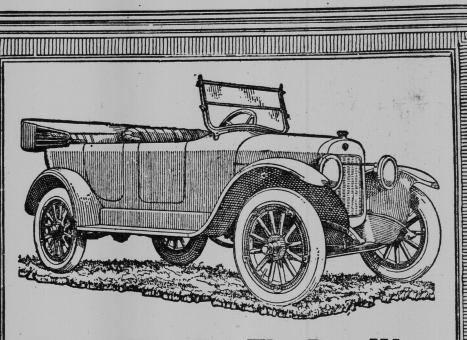
Fifteen of the ministers of the various churches united in issuing an appeal on behalf of this object, in which they earnestly solicited contributions to bring about the establishment of such a home. about the establishment of such a home. A public meeting was held in the Mechania' Institute on Nov. 12, 1854, at which resolutions were unanimously adopted setting forth the necessity for such an institution and ably advocated by those present. At the close of the meeting a collection was taken up which amounted to £18 19s. 6d. Also a valuable site was placed at the disposal of amounted to £18 19s. 6d. Also a valuable site was placed at the disposal of the committee by Doctor Botsford, upon which a suitable building might be erected, but it was found difficult at once to raise the funds required. F. W. Daniel and the Rev. G. M. Armstrong, with the consent of the other members of the committee, secured a small house in Pond street near Fleming's foundry, and engaged an aged man and his wife, who agreed to take charge of such orphans as were placed in their care at a fixed rate. In the meantime, the bill for incorporating The St. John Protestant Orphan Asylum passed the legislature.

Home Then in Peters Street. After some time a more commodiou building was procured in Peters street, where a number of ladies kindly took the oversight of the institution, and the whole number of orphans thus provided for during the first six years of its existence was thirty-nine. In July, 1861, the master and mistress gave up the charge and a matron was appointed un-der the sole direction of the ladies' comnittee who, with Mrs. H. Kinnear at the head, managed very successfully for

Difficulties arising from the scarcity of the means placed at their disposal and the place itself becoming too congested for the increased number of its inmates, an effort was made to procure a more suitable building. At length the Millidge property was purchased for £1,000, which was raised by subscription-Thither the orphans were removed in 1864, where they were well cared for-Orphanage Burned in Great Fire. At the great fire of June 20 the asylum was consumed and all the documents

CHOLERA TIME

CH



## Those Who See The Post-War Maxwell Want One

T'S a great tribute to the keen minds and good taste that made the Post-War Maxwell so handsome, to find that so many who take one look at this car want one.

There have been, in other days, cars possessed of beauty that was only paint deep, but nearly all are "orphans" today.

Not so with the Post-War Maxwell, because the major effort, the vast expenditure, the employment of superior brains, all have been devoted to a mechanical excellence.

Beauty came last with Maxwell executives; and it arrived last. But it's here now, and nearly everyone will say it's "liberally endowed with things that please the eye."

If it pleases you—take one ride. You will get a "feel"

that you will remember many a day. That delightful castering effect in steering which a new type front axle gives, that mental assurance you experience when you throw on the emergency (it's up on the transmission shaft), that troubleless electric system, that clinging-to-the-road feeling that a

heavier rear axle supplies! 300,000 mighty good Maxwells are on the world's highways today. All the qualifications they possess and many more come with the More miles per gallon Post-War Maxwell, and you pay only \$1,395 More miles on tires

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## MOTOR CAR & EQUIPMENT CO., LIMITED

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St. John, N. B.

HOME FROM CONVENTION

A large number of the officers and delegates as well as some of the missionaries are leaving this year for Asia-aries that were attending the maritime convenient handling of passengers landing at West St. John, it is possible that an extra storey will be added to the warehouse on No. 6 pier and accommodation duplicating that at No. 4 provided.

An informal opening of the C. P. R. winter service will probably occur next week in the scheduled arrival of the former with salt and the latter with ballast. The steamers will load lumber here for British ports. Marine Superin-HOME FROM CONVENTION

tendent McGiffin of the C. P. O. S. service was in the city on Friday in connection with winter port matters and Mr. Kerr, of the C. P. O. S., now in the city, is making arrangements for the discharge and reloading of the liners.

Perry Eaton who were all on their way to attend the Baptist convention in Woodstock.

Reports submitted at the convention were gratifying. During the year \$44,000 had been raised for home and foreign missions, and excellent work had been misisons and excellent work had been accomplished. Ten misisonaries from

# GRAY DO

## Meets 80% of Motor Car Uses

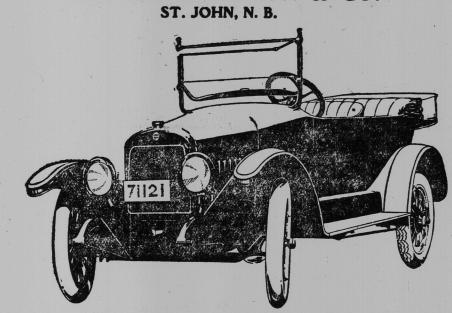
CANADIAN motorists most need a car of wide ability—a car that will economically solve the bulk of transportation problems.

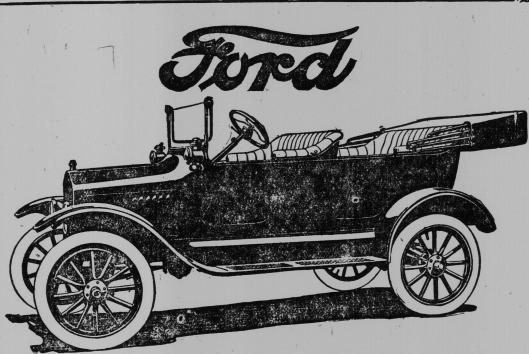
The Gray Dort will take care of 80% of a motor car's work. It will carry 5 people comfortably. It will take you over any road you care to travel, at as great a speed as you care to use. It will serve you long without trouble. All this walk it will do on a surprisingly small amount of gasoline and surprisingly w tires.

Yet the price of the Gray Dort is low—well within the reach of any man who needs a car.

> GRAY DORT MOTORS, Limited, Chatham, Ont. In the United States-Dort Motor Car Co., Flint, Mich.

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# "A Joan of Arc Machine"

SHE withstood everything in the field and above all was, and still is, the last and only car to survive until the cessation of hostilities"—Extract from letter received by Ford Motor Company from a British Soldier, in Africa. in Africa.

Over shell-torn roads, through water soaked fields, second only to the tanks in its power to climb debris and crater holes, the Ford car made a world famous record in the fighting area of the great war. In press despatches, in field reports, in letters, it rhyme and song the praises of the Ford were sounded.

In France - 700 cars out of 1,000 were Fords
In Italy - 850 cars out of 1,000 were Fords
In Egypt - 996 cars out of 1,000 were Fords

In Mesopotamia 999 cars out of 1,000 were Fords The Ford power plant that established this world-wide record in every theatre of the war remains the same. It will be in the Ford you buy.

Ford Runabout, \$660. Touring, \$690. On open models the Electric Starting and Lighting Equipment is \$100 extra. Coupe, \$975. Sedan, \$1,175 (closed model prices include Electric Starting and Lighting Equipment). Demountable rims, tire-carrier and non-skid tires on rear as optional equipment on closed cars only at \$25 extra. These prices are f. o. b. Ford, Ont., and do not include War Tax.

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