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No. 3454—Vol. LVI. [REGISTERED AT THE G.P.O. AS A NEWSPAPER] SATURDAY, OCTOBER 4, 1919. [TWO-PENCE

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TO-DAY is St. DUNSTAN'S DAY

HELP THE BLINDED SOLDIERS & SAILORS' AFTER-CARE FUND.

STRIKE SCENES.

Ealing 'Bus and Tram Queues.

TRAINS APPROACHING NORMAL.

Owing to the timely notice of the strike, there were very few Ealing people who started out to work on Saturday morning ignorant of the difficulties which would beset them. Many left home earlier than usual, and then got a good place in the tram and 'bus queues.

The queue of people waiting in Highstreet for the London Bridge 'buses extended as far as the Green, and two or three hundred people were still waiting at about 10 o'clock, but after eleven it was possible to board a 'bus without any waiting.

Plenty of City clerks and other London business people who would have been working at midday, seeing the length of the queues, decided that it was not worth while going to town for an hour, so they went home, and thus relieved the congestion to some extent.

After middle it was noticed that very few people travelled Londonwards.

The District Railway Stations were closed, but between ten and eleven o'clock the G.W.R. stations at Ealing Broadway and West Ealing were temporarily opened to allow a London-bound train to pick up passengers. The arrival of this train was announced at about the time the early evening newsbills stated that London was "without a train." One or two trains on the long distance tracks also passed through during the morning, and one or two were noticed on Sunday, although the stations were closed.

There were an enormous number of motors, horse-drawn vehicles and cycles on the main road, and the thoroughfare from Hanwell to London was thick with pedestrians.

On Sunday the tram and 'bus services were maintained, and even the country services to Leatherhead and Hook were running as usual.

The 'bus queues on Monday morning were much longer than on Saturday, and extended from the Railway Hotel as far as The Grove. Some people waited as long as two hours. Early in the morning several people tried the experiment of walking as far as Ealing Common or Birch Grove, entering an Ealing 'bus, and remaining on, but this was stopped by the police, who examined each 'bus as it arrived, and in one or two cases found people hiding under the seats on the floor.

A staff officer went backwards and forwards to London, carrying passengers in his motor car.

The G.W.R. was running a fairly good service on Monday, 14 trains going to Paddington during the day, and 13 to Reading, Southall, or Slough. The last down train left Ealing Broadway at 6.25 p.m., and the last up train at 7.36. This service was improved on Tuesday, and with the partial resumption of the District service from Hammersmith had a marked effect on the 'bus queue, which was very considerably shortened in the early "rush" hours, disappearing altogether before 10 o'clock.

The situation so far as travelling facilities were concerned, was almost normal yesterday owing to the reopening of the District Railway Station at Ealing Broadway, from which trains ran every seven minutes from 8.15 a.m. until 7 p.m., stopping at Acton Town, Turnham Green, Hammersmith, Earl's Court, Sloane-square, Victoria, Westminster, Charing Cross, Mansion House and Aldgate East. The Hounslow line, however, was still closed.

AT HANWELL.

Hanwell, on the whole has not been greatly affected by the strike.

This is chiefly to be accounted for by the fact that a relatively small proportion of the inhabitants are engaged in work in the City during the day, and the majority of the working community have been able to reach their destination by tram. Moreover, all the passenger trains which have been running this week on the G.W.R. from Reading to Paddington, and vice versa, have been stopping at Hanwell.

The local N.U.R. men who are on strike have been very active in holding meetings in the town. The principal one took place in the Broadway on Tuesday evening, when the speakers were Crs. Chilton and Burrows, and Messrs. Cressey, Clewes, Jenkins and Jones (president of the Vehicle Workers' Union).

Detailed statements of the grievances of the N.U.R. were made, and a resolution to the effect that the meeting called upon the executive to accept the offer of any society desirous of taking sympathetic action was carried, nem. con.

The food situation in Hanwell so far remains good. An inspection of the various grocers' shops in the town by a member of the Local Food Control Committee produced a favourable report as regarded their stocks in hand. The fear prevalent among the inhabitants of scarcity in the supply of condensed milk has proved groundless.

On Sunday there was practically no delivery of fresh milk at all, but since then regular supplies have been brought from London, several of the local dairymen combining for transport facilities.

The Welfare Committee is approaching the Hanwell Council with a view to supplying additional milk to those who in the time are under the observation and care of the committee at the West Ealing Dispensary.

The reduction in rations, in accordance with the new regulations issued by the Government, is producing no great hardship in Hanwell.

No disturbance whatever has taken place, and all meetings have been conducted in a perfectly orderly manner.

AFTER THE STRIKE IS OVER.

More "District" Trains.

The District Railway Co. has taken the important step of bringing back the Ealing train service practically to its level before the war. The time assigned for this was "October 1st"—at once the additional trains will not begin to run until the strike is over and meanwhile the October tables will certainly be put in force. About 11 "new" or re-instated—trains are to be run to and from Ealing Broadway. The chief effect of this is that in the "dark hours," i.e., 11.5 a.m. to 2.5 p.m. up, and about the same time down, there will again be 8 trains in each hour (instead of 6, as now), usually starting from Broadway at 5, 11, 21, 26, 34, 41, 51 and 56 minutes past each hour. From 10.30 to 11 a.m. (inclusive) there will be ten trains, so that 10 to 11 a.m. will no longer be a "dark" hour. Late at night there will also be some additional trains—e.g., 11.20 p.m. from Broadway—but the intervals after 11.2 p.m. still leave much what irregular. There will also be a few additional trains, Ealing Common to Uxbridge, and vice-versa.

Dr. Brooke-Hickley, who lives nearly opposite, and one or two other medical men, have helped in the collection of tickets at West Ealing (G.W.R.) station.

Clr. Fuller had been attending the annual conference of municipal treasurers at Blackpool, and he was at Manchester on Friday when news of the strike came through. Hastily packing his bag, he caught the next train out of Cottonopolis, and was in London in time to catch the last train from Paddington to Ealing.

THE FOOD POSITION.

Good Supplies in Ealing.

MEETINGS OF TRADERS.

Members and officers of the Ealing Food Control were at work early on Saturday morning exploring the situation and taking steps to deal with it.

Clearly, the first thing to be done was to stop food hogs from raiding the shops, and, so far as was practicable, all traders men were advised to protect their stocks by serving only their regular customers and letting no person have more than a week's supply of any food.

The next thing was to ascertain what stocks of food there were in the borough. Most of the bakers reported that they could carry on for three weeks or a month, and that, as their flour came from mills near home, they would probably have no difficulty in replenishing their stocks. The greengrocers, it appeared, were well off for potatoes, and had fairly large supplies in rural West Middlesex which could be got at without difficulty. Moreover, the allotment holders all had stocks of potatoes. On this information, it was decided that the committee would not bother the bakers or greengrocers (or bother about them) at present.

In other trades the position was not quite so clear or satisfactory, and with the consent of the Mayor, meetings of traders were summoned for Sunday morning, as follows:—Butchers at 10 a.m., grocers and provision dealers at 11, and dairymen at 12. These meetings, which were presided over by Clr. Bailey (chairman of the Food Control), were largely attended. At each of them the situation and the new rationing arrangements were explained so far as they were known, and special stress was laid upon the importance of conserving stocks, the general rule laid down being "Serve your own customers only, and serve them sparingly."

Thanks to two years of control, the butchers are well organised, and it was not necessary to say much to them, except that the rationing orders must be strictly observed, and that if transport difficulties developed they were to be reported at once, with a view to assistance being given.

The grocers and provision dealers turned up in good force. They reported that, generally speaking, they held about a month's stock of groceries, but it appeared that, even on the reduced basis of 6oz. per head per week, the sugar in hand would not, on the average, last more than a fortnight. There was very little margarine, except in the shops which make a speciality of it, and even here butter. As to transport, they thought there would be no difficulty, provided the road transport workers did not come out. A good deal of useful advice was given and received on both sides, and the meeting ended with the formation of a representative committee of grocers and provision dealers, with Mr. A. C. Gapp as chairman.

The dairymen were in quite trouble. On Friday night Mr. W. D. Pocock had motored into the country and arranged for supplies of milk by road. The branches of his firm had, consequently, had milk to deliver on Sunday. Most of the other dairymen also had been able to make a small delivery, but some had no milk at all, although they had spent the night between Paddington and Hyde Park waiting for supplies that were said to be on the way. The Government release for distribution at Hyde Park was not, it was reported, in full working order, but it was anticipated there would be some milk in the park that night. Mr. W. E. Hicks, the borough surveyor, had offered all the assistance and arrangements were made with and by him that the Council's motor-lorry should fetch the milk—which it did on that and succeeding nights, and, in fact, the dairymen were able to provide for themselves. At a further meeting held at night to report progress, on Ealing Dairymen's Committee was formed, with Mr. J. Bates as chairman.

In the afternoon, the Food Control Committee met, and necessary decisions were taken or confirmed, the Chairman and Vice-Chairman being given executive powers to deal with emergencies, and Mr. W. R. Hicks being appointed, subject to the approval of the Food Council, honorary transport officer to exercise any transport powers conferred upon the committee. As it was reported that even on Saturday there had been a rush for condensed milk, it was decided to safeguard the interests of children and invalids by forbidding the sale of all tinned milk except on the order of the committee.

At a further meeting of the committee, on Wednesday, it was reported that orders for the sale of 1,700 tins of milk had been issued, and there was still a stock of 25,000 tins in the borough. The question of making the sale free was considered, but, in view of the uncertainty as to the action of the road transport workers, it was decided to continue the embargo temporarily, but to issue somewhat larger orders to applicants.

Mr. O. W. Dye, the acting executive officer, reported that several volunteers were assisting in office and outside work, and that the committee had been much assisted by the loan of cars. It was resolved that the thanks of the committee be conveyed to all the volunteers.

Generally, the food situation in the borough is as satisfactory as could be expected. Ealing will get, at least, its fair share of whatever food is going.

Tinned Milk Without Permit.

It was decided yesterday to suspend until further notice the rule that, after the sale of tinned milk, but retailers are notified that they must not supply any customer with more than a week's supply in a week.

HOW TO GET FREE MILK.

Under the Town Council Maternity and Child Welfare Scheme, mothers attending the centre can obtain dried milk at the wholesale price for their children who are less than five years of age.

Milk is provided free for children under five years of age and for expectant and nursing mothers where the financial circumstances are such as to necessitate assistance being given.

Applications should be made to the Senior Health Visitor (Miss Evans), at the Welfare Centre, 12, Mattock-lane.

EALING STRIKE PARS.

Bills advertising a foot salve are being used by an Ealing chemist as wrapping paper.

The Middlesex War Pensions Committee, which holds its meetings at West minster, will not meet next Tuesday if the strike continues.

The illustrated papers yesterday had portraits of Miss Pollock-Hill's brother working as a porter at Paddington. He is a chaplain to the forces.

Ald. D. A. Griffin had intended returning the Corbin Ray Cup (Cowes) last week-end, but was held up until Thursday, when he got through to town, after two days on the rail.

Heard in Ealing yesterday, and reported by "Betty," "First striker—'Bye, Bill, are we goin' to have another mestin' on th' common tersiye?—Second nitto... No, 'taint worf it."

The red light Order, compelling the carrying of red rear lights on all vehicles, including cycles, was rescinded on Tuesday, in view of the heavy emergency traffic on the roads.

On Wednesday morning two golfers took their places in a queue of business people waiting for the trams at West Ealing, but they were jeered at to such an extent that they decided it would be better to wait.

About 30 men have been sworn in as special constables during the week, but more are required. So far they have not been called up for duty, but will be called in the event of an emergency arising. The Special Constabulary Reserve has not been mobilised.

There are 330 members of the Ealing branch of the N.U.R., and all are out, with the exception of one. There are special circumstances attaching to his case, and he is at work with the approval of the branch. In addition, 20 members of other branches live in Ealing, and all these are on strike.

Comment was made on Sunday upon the fact that the congregations at many places of worship were considerably larger than usual. Prayers were offered for divine intervention in the industrial crisis. Father Paul Bull, C.R., who was to have preached at St. Saviour's on Sunday morning, was unable to reach Ealing.

The National Union of Railwaymen is now holding meetings on the Common each afternoon, explaining their case to the public, and keeping in touch with the latest developments. "Trade Unionism," said one of the speakers on Monday, "is the sole salvation of this country, and if a man does not belong to a Trade Union in the future, I should not like to say what will happen to him." The proceedings have been quite orderly. About half-a-dozen policemen have been on duty on each occasion.

HOW MOTORISTS HAVE HELPED.

[By Our Own Motoring Expert.]

If anything was needed to prove the adaptability and efficiency of the motor, the strike has supplied it. As soon as the railwaymen ceased work the motor was pressed into service and has discharged its duties to its fullest extent.

Food supplies have been maintained by its aid, and provincial towns and country places have been brought into touch with each other and with the metropolis through its instrumentality. Workers have been saved many miles of weary walking owing to its readiness to answer calls made upon it.

Motorists, too, have replied admirably to the general needs of the community and gladly offered their services in any capacity in which they could be of use.

It has, indeed, been sufficiently demonstrated that the claims of road enthusiasts that this country requires an efficient and well-organised motor transport service were no idle claims. It is surely easily understandable that to depend on one agency for the main supplies of the commodities necessary for the sustenance of the nation is hazardous, and, in the extreme, disastrous; but it is equally necessary that they should be augmented by some other form of transport, and the mechanical road vehicle provides that other form.

If the Minister of Transport will fulfil the expectations of road-users and use his utmost endeavours to see that the roads of the country are brought up to the highest possible state of efficiency, a comprehensive system of motor transport could readily be organised which would not only compete with railways and help to bring down the high cost of freightage, but would materially assist in reducing the present congestion of goods on the railways.

Co-operative centres could be set up all over the country to which the producers could bring their produce. It could then be sold, and, by means of the motor, delivered to the purchaser's door, without the labour involved in transporting it to the railway and the often unnecessary long journey by train together with the bother of unloading it at its destination. When the freight charges are cut down, the cost of food, of course, falls in proportion, and, with the means of transport available at the market, the food could be delivered without having to lose much of its freshness.

There are plenty of motor lorries available has been well proved by the railway strikes, besides the large numbers that the Services must soon have available for sale. The transport services could be run either by the Ministry of Transport itself, or that body could allow private enterprise to do so. Many skilled drivers at present existing on the Government "dole" could be found employment.

To do all this, however, the roads must be attended to and a sound and energetic roads policy decided upon by Sir Eric Geddes, and rapidly put into effect. Anything we can rest assured, however, and that is that we shall get all the first-class roads we need if Sir Henry Mayburt has his way.

EVERYMAN.

STRIKEGRAPHS.—By A. C.

1.—The Rev. Mr.——will not preach on the strike next Sunday. (Pressure on our space causes us to make this announcement in this form)

2.—A long queue formed up for the 'buses each morning this week. A survey of the passengers revealed the fact that the queue was almost entirely formed of old gentlemen who were going up to town to offer their services to the Government, and old ladies who were determined to see some of the "fun." A few young business men managed to get to town disguised as escorts to their grandmothers.

3.—The homeward bound 'buses in the middle of the day were shockingly overcrowded. A bad example was of one 'bus containing a dozen women, and their purchases in paper bags (bearing the mark of various well-known shops) which had to be unloaded by skilled transport workers who were summoned to the spot from Reading.

4.—It is not true that the Ealing Food Control Committee have been sleeping day and night at the Town Hall.

5.—It is not true that large representative bodies of local traders attended at the Town Hall to plate their entire stocks in the charge of the Food Control Committee.

6.—It is not true that a grocers' deputation waiting on the Food Control Committee were mistaken for strikers, and defended themselves with tins of condensed milk from the attack of a hostile mob, so that the Town Hall Courtyard was inches deep in milk.

7.—In order to stop these rumours we are empowered to state that deputations from the food trades might have, would have or could have met the Food Control Committee, and there are hints abroad that possibly they may have passed a hearty vote of thanks for any service that the committee might have or should have thought of taking in the present crisis. (This is official.—Sgd. "M.C.T.")

8.—The Town Clerk desires us to state that, in future, all postcards for "a rib of beef, cut lean, and more tender than last time," or "a pound of kippers, and please be more careful in the world," will be referred to his solicitor. We desire to add that, in future, all such communications to us will be published.

9.—Hundreds of volunteers have been registered at the Town Hall for engine-driving and administrative work.

10.—Skilled engine-drivers are urgently needed.

11.—Several correspondents have commented on the admirable way in which Ealing has met the strike situation. Apparently the town has never been better managed. An unusually large number of prominent local citizens are marooned in various parts of the country.

Acton was fourth out of fifty in last year's order of merit of the London Schools' Swimming Association.

Messrs Eastman and Son, Acton, have been granted a licence for the storage of 16,000 gallons of solvent naphta (an increase of 10,000 gallons), and 4,000 gallons of petroleum.

MAINLY PERSONAL.

Mr and Mrs. Horner, of 48, Montague road, Hanwell, desire to thank friends for kind expressions of sympathy in their recent sad loss.

The Rev. W. Garrett Horder is announced to discourse to-morrow morning in the Ealing Congregational Church on "The Danger of Haste."

Mr. L. B. Warburton, Tyldesley Public Library, has been appointed librarian to the Ealing Library, in place of the late Mr. Pocock, who was killed in the war.

The Rev. W. S. Hall-Wylie, of St. Andrew's Church, Ealing, has arrived home at the conclusion of his holiday, and will officiate at both services to-morrow.

Dr. Hope will represent the Hanwell Council at a conference to be held in London about the middle of this month by the National Association for the Prevention of Tuberculosis.

Mrs. Constable, 69, Grosvenor-road, Hanwell, a member of the Hanwell Labour Party, has been appointed a member of the Hanwell Food Control Committee, in place of Mrs. Harrison, resigned.

The Rev. W. S. H. Wylie, who has been on holiday, will resume his ministry in St. Andrew's Presbyterian Church of England, Mount Park-road, Sycamore (Sunday), and will officiate at morning and evening worship.

Mr. Gosney and family wish to return thanks for kind inquiries and many expressions of sympathy during their recent bereavement, also for the numerous gifts of flowers and fruit during the illness of his daughter.

Mr. J. W. Ginns, hon. secretary of the Ealing, Hanwell and District Allotment Association, has been nominated for re-election to the Council of the London and Southern Section of the National Union of Allotment Holders for the ensuing year.

The unveiling of the memorial and service in memory of the late Lieut. C. Bonnella, 1-14th London Regiment (London Scottish), will take place at St. Andrew's Presbyterian Church, Mount Park-road, Ealing, on Saturday, Oct. 11, at 3 p.m. All friends will be cordially welcomed.

At St. John's Infants' School on Tuesday afternoon, the Rev. J. J. Summerhayes presented a cheque to Miss Minard, who has resigned from the post of headmistress after nearly 40 years of service. A handbag was presented to Miss Richardson, who, after 30 years' service as first assistant mistress, has also resigned. The presentations were made on behalf of a number of subscribers, and Mr. Summerhayes referred in appreciative terms to the valuable work both ladies had performed. Bouquets were presented by the infants.

We regret to announce that Robert George Bradford, aged 14, youngest son of Clr. and Mrs. A. W. Bradford, of Elers-road, West Ealing, died on Tuesday after a long and painful illness. He was buried yesterday afternoon at Ealing Cemetery. The service was conducted by the Rev. A. H. Cooper (vicar of St. Paul's, West Ealing), and the Mayor and a number of members of the Ealing Town Council, the Rev. J. J. Summerhayes, and many personal friends, were present. A large number of beautiful floral tributes were received.

BRENTHAM BREVITIES.

A Dancing Dilemma.

The second of the social events promoted by a committee made up of the younger members of the club, took place on Friday. Mr R F Golsworthy occupied the chair. Songs were contributed by Messrs Gordge, Palmer, Gibins, and Blackman, and Miss Bennett and Miss Middleton. Mr. Whieldon and Miss Kitty Martin recited. Mr. E. Eshgrave, jun., besides accompanying in his usual finished manner, had composed, in collaboration with Mr. Gordge, a special song for the occasion. This song was of the uncorrected ragtime brand, and it was sung with energy and vim by Mr. Gordge. The proceedings were varied with a few dances, and everything went off splendidly.

Since writing the above note I learn that the Entertainments Committee has raised one objection to dances being included in the programmes of these socials, the reason given being that they are precedent to the dances of the organised dances promoted by the committee. There is considerable indignation among the younger members at this unexpected and, to them, quite novel, indignation which is shared by many of the senior members, and I cannot help thinking that the Institute Committee would be wise to reconsider its decision.

On behalf of the members of the cricket club, Mr. Allport, on Saturday afternoon, made a presentation of a silver inkstand to Mr. T. F. Nicholson, as a mark of their appreciation of the great assistance Mr. Nicholson has been to the club this season, both in preparing the ground and in his capacity as umpire. Mr. Nicholson was obviously took Mr Nicholson by surprise, as was intended, but he recovered from his astonishment soon enough to express his thanks in a few words.

The junior football team defeated the Castlebar Rangers on Saturday by 5—0. The goalscorers for Brentham were Palmer (2), Clarke (2), and Perry.

The final for the Golf Club Championship between Messrs. Smith and Squire, which was fixed for Saturday last, had to be postponed. Mr. Squire being engaged owing to the railway strike.

The sad news of the death of Mrs. Sell, wife of Mr. H W Sell, of Woodfield-road, has been received with much regret in the district, and the utmost sympathy is felt for Mr. Sell in his bereavement.

At a well-attended meeting on Monday night, it was decided to re-establish the Brentham Players Dramatic Society. Mr W Macfarlane was elected hon. secretary, and a committee, consisting of Mrs. Nicholson, Mrs. Fuller, Miss M Marks, Miss Carter, with Messrs. Fairchild and Ward, was elected. Already the society has thirty members, and Mr. Sydney Folker has promised to give his assistance as stage producer, so far as his professional duties will permit. The society is starting with a committee of experienced amateur players, and, with Mr. Folker's assistance, should soon develop into a powerful amateur dramatic society.

The Carters Club met on Monday night to hear an interesting and informing address by Mr T. F. Nicholson (hon. secretary), on the art of taking photographs. An interesting discussion followed. The club already has fifteen members, and a specimen of the work of one member can be seen in the institute in the shape of an excellent group photograph of the members of the cricket club taken on Saturday by Mr. N. Allport.

A social which took place on Saturday evening, at St. Ann's Schools, to mark the opening of the winter session of evening classes, was attended by about a hundred and eighty students and their friends. At the commencement of the entertainment, Clr. Mrs. J. C. Taylor presented certificates won by successful students last year. This was followed by a programme of games and dancing, arranged by the head teacher, Mr. Blount, with the assistance of his staff, Messrs. A. F. Taylor and W. L. M. Williams represented the Hanwell School Managers.

Jones & Knights
Weekly Shopping News

LIKE A BREEZE from the MOORS and MOUNTAINS
SUGGESTIVE of the purple heather... Reminiscent of hill and dale... our new Winter Coats bring with them the spirit of the North... fit wear indeed for the cool autumn days which are here already.
The new Wrap Shapes—now so popular—are the predominating style this season, and we have a truly beautiful selection from which to make your choice.
Made in heavy-weight Blanket Cloth in charmingly designed checks and Scotch Plaids and beautiful Tweeds—these Coats are just the ideal wraps—warm—stylish—and quite unusually good value at the moderate prices they are marked.
We suggest you spend a pleasant half-hour this afternoon and during next week examining these Coats in our Showrooms.
This week's offer. Smartly made BLANKET CLOTH COAT in Brown, Navy, Purple, Saxe and Rust.
Jones & Knights' price. 59/11
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60 years' reputation.
EVERY ARTICLE MADE ON THE PREMISES.
50% BELOW DRAPERS' PRICES.
Our NEW VICTORY STOLE, finished with Cord and Fur Tassels, in Skunk, Opossum, Wallaby, Wolf, Mink, etc., with Muffs to match. All articles guaranteed as represented
Furs for Renovation and Remodelling should be sent in at once for lowest summer estimate.
Discard nothing till you have had our free advice.
FUR COATS CLEANED, REMODELLED, REPAIRED, AND RELINED.
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Capacity—70 Cars.
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Shop fitted with machine tools capable of dealing with any repair. Staffed by expert mechanics.
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We have not entered into agreement to take a number of any special make of car, and are therefore ABSOLUTLY FREE to give the best advice and help to anyone desiring to purchase a new car. Our service is free and unbiassed. Let us help you in the purchase of your new car. We guarantee to save you money and give satisfaction.
SALES—SECOND-HAND CARS.
That car you desire to sell may be just the one of our customers is looking for, and vice versa the car you may be looking for is just what we can offer. Our commission is a straight 5% from the seller.
REMOVATION SHOP.
A first-class shop staffed with specialists in painting and upholstering. Let us quote you for this class of work.
HIRE.
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