

**Comment--and
Discomment**

The high cost of living has struck an insidious blow at the superiority of men. For years the average male has had an opportunity to rap womankind in general and his wife in particular because her clothing cost several times as much as his own. It used to be a pleasing indoor sport to rage the wife about it, and to point out that man, by reason of sniffing at the dictates of fashion, escaped paying those outrageous prices.

The past six months has knocked all the wind out of our sails. Men's suits, on the average, have cost almost as much as women's. We don't refer to Paris gowns or sealskin furs—we are speaking of the hopelessly middle class people who buy two or three suits a year—a dignity we are striving to attain, with indifferent success. A body blow comes this week in the announcement that still

higher prices on men's clothing are due.

All this is in spite of the fact that production has increased. At least this is the position of Sidney Hillman, president of the amalgamated garment workers of America, who is in a position to know if anyone is. Here is Hillman's story, and it has a familiar ring: "Retailers have gone to wholesalers and outbid competitors, offering as high as \$10 more a coat. The competitor has then offered more money for others. Then the manufacturer, in order to obtain plenty of help, began to bid for his neighbor's workmen. Thus went the vicious circle and the results are prices that are criminally high."

Prices on wool have not advanced in the past ninety days, at least this is the statement of Dr. C. McClure, secretary of the national wool growers' association. He bases his assertion on prices at Boston, the wool and wooden nutmeg market of the world. According to the prices he quotes, if one were to use the very finest grade of wool in the manufacture of a suit, not more than \$7 worth could be used.

The new prices, they tell us, will

be about like this: Punk, cheap suit, \$75; ordinary suit, \$100; good suit, more or much more. It makes us long for the good old days when the Romans dressed in togas. A toga was built like a winding sheet, only different. It was a graceful dress, provided the Roman was not too skinny, and whenever need of patching arose, this repair work could be done and the garment turned end for end, so that the patch wouldn't show. We have a sort of an idea that a toga would suit our style of beauty, but we shudder and gasp at the thought of how some Alliance people would look in a garment of that kind. We fear that it can't be wrked, at least not in this climate.

Latest news from Paris concerning the new fashions is enough to make women weep and strong men swear. We have no doubts that the effect of the new designs is startling and probably pleasing—men are easily pleased—but we wonder whether the Parisian modistes are not carrying things with too high a hand. We have no desire to dispute the dictum of the fashion makers of the world, but when they announce a breakfast costume, consisting of a plush-lined coat with ermine, and underneath this coat nothing but a suit of silk pajamas, we arise to say that no matter how much we hope it may become popular, it never will.

**WAR STOCKS BRING
80 PER CENT OF COST**

Between 73 and 80 cents on the dollar has been realized by the government during the last year on the sale of surplus army stocks held in the United States at the close of the war, according to the report of Assistant Secretary of War Crowell. The amount received from the sale of surplus stocks sold in this country was \$676,727,873, exclusive of stocks valued at \$61,985,421 transferred to other departments. Among the large items received for sales were: Wool, \$201,310,000; textiles, other than wool, \$44,540,000.



Lay a bet on
rolling 'em with

**PRINCE
ALBERT**
the national joy smoke

ROLLING your own cigarettes with Prince Albert is just about as joy'us a sideline as you ever carried around in your grip! For, take it at any angle, you never got such quality, flavor, fragrance and coolness in a makin's cigarette in your life as every "P. A. home-made" will present you!

Prince Albert puts new smokenotions under your bonnet! It's so delightful rolled into a cigarette—and, so easy to roll! And, you just take to it like you been doing it since away back! You see, P. A. is crimp cut and a cinch to handle! It stays put—and you don't lose a lot when you start to hug the paper around the tobacco!

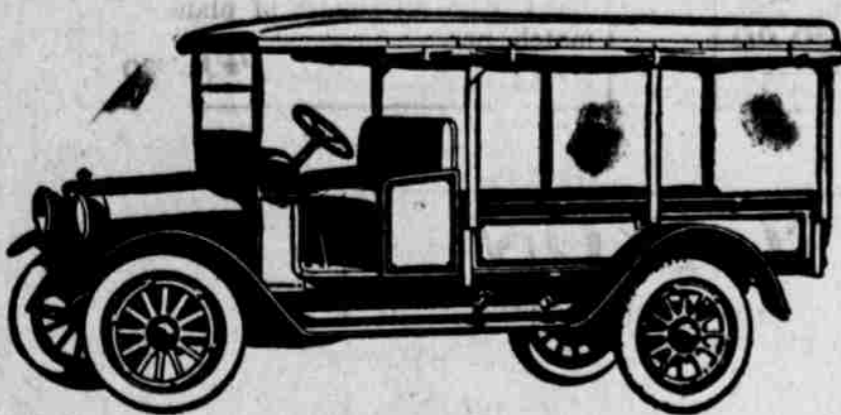
You'll like Prince Albert in a jimmy pipe as much as you do in a home-rolled cigarette, too! Bite and parch are cut out by our exclusive patented process. You know P. A. is the tobacco that has led three men to smoke pipes where one was smoked before. Yes sir, Prince Albert blazed the way. And, me-o-my, what a wad of smokesport will ripple your way every time you fill up!

Awaiting your say-so, you'll find tippy red bags, tidy red tins, handsome pound and half pound tin humidors—and that classy, practical pound crystal glass humidor with sponge moisture top that keeps Prince Albert in each perfect condition!

R. J. Reynolds Tobacco Company
Winston-Salem, N. C.



Reo Trucks



THE SPEEDWAGON

Nearly one-fourth of the world's hauling is now done by truck! This fact is so pregnant with meaning that it is worthy of more than passing thought. "Ship by Truck" is a slogan that is being adopted the country over, wherever business is carried on, so that the truck is fast becoming a mighty factor in the world's transportation.

The day of trucks is here. It is the most practical method of hauling yet devised. It is an industry that will soon out-rank that of the self-binder and the threshing machine combined. It is a business that is constantly growing and one that will soon command the respect of the whole world.

The Reo Speedwagon was the pioneer light truck. It was the first truck to adopt pneumatic tires and electric lights and starter. Its competitors laughed at it at the time, but have since been falling over themselves to build something as near like Reo as they possibly can. It is a sturdy truck, honestly built. It is a speedwagon that will haul more tons per day a given number of miles than many trucks twice its capacity.

A full stock of Reo repairs carried right here in Alliance insures the constant service that people demand of a truck. Don't overlook that feature. If you are going to want a truck this spring select a REO and place your order NOW so you can be sure of delivery.

A. H. Jones Co.

Calvin D. Walker, Mgr.

REO CARS & TRUCKS

"The Gold Standard of Values"

You Are Sure

to get careful, conscientious workmanship when you have your tubes and casings repaired by us.

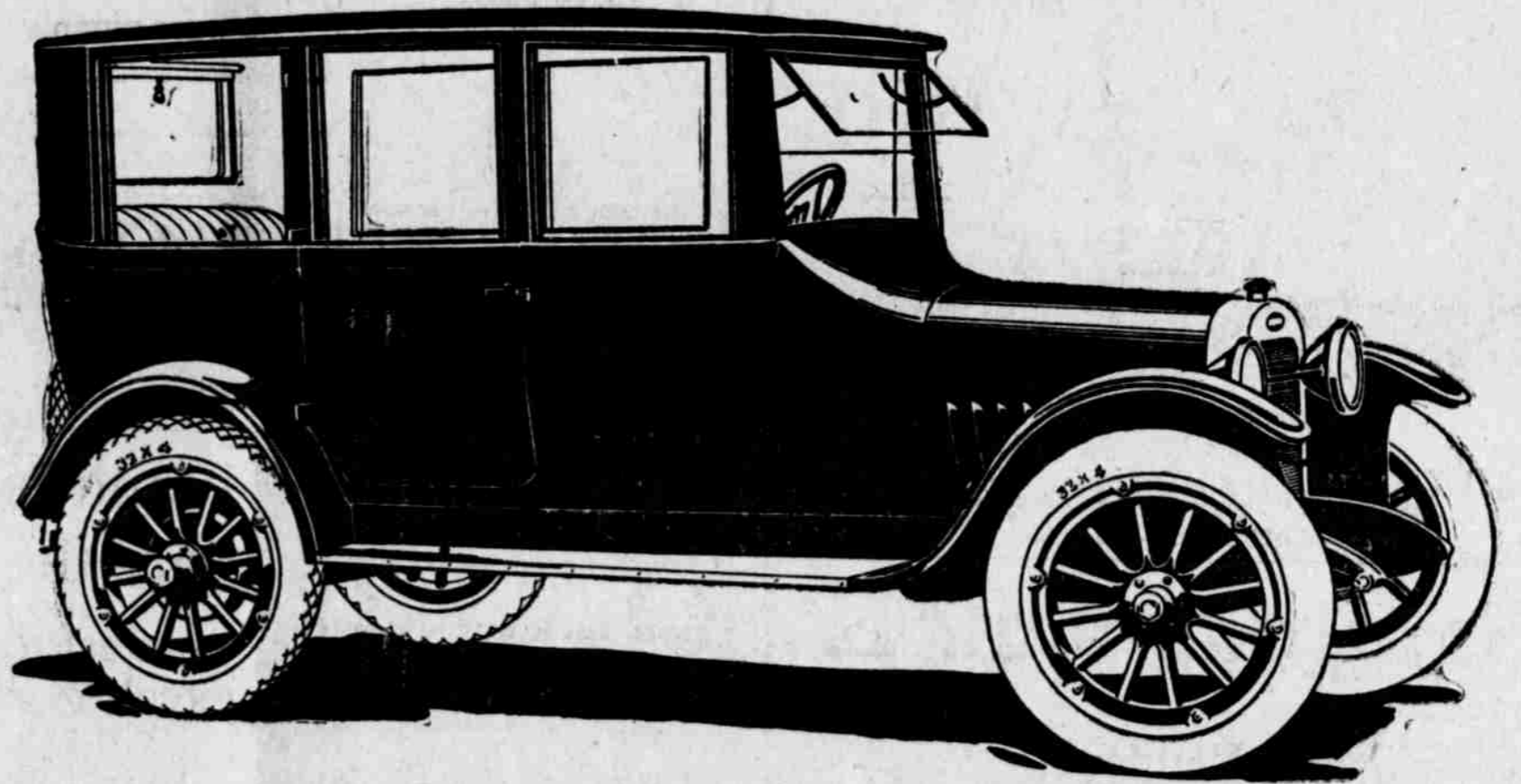
We carry a FULL STOCK of tubes and casings in both Firestone and General, and stand back of them.

Alliance Tire Works

GEORGE E. MINTZER, Prop.

TIMES BLDG.

OAKLAND OWNERS REGULARLY REPORT RETURNS OF FROM 18 TO 25 MILES FROM THE GALLON OF GASOLINE AND FROM 8,000 TO 12,000 MILES ON TIRES



The New Oakland Sensible Six Sedan

OAKLAND
SENSIBLE SIX

Every essential convenience, from mechanical lifts for the windows in its double-latch doors to an inconspicuous heater for use on cold days, has place in the equipment of the new Oakland Sensible Six Sedan. And being of solid body construction, and built upon the standard Oakland chassis, its range of activity is fully as great as that of the open car.

Many men and women, who could well afford costlier cars, are driving Oakland Sensible Six Sedans. Their selection was prompted primarily by the unmatched value that this handsome, sturdy car represents and the unusual operating economies that the Oakland Sensible Six effects over a long lifetime of efficient performance.

Touring Car, \$1075; Roadster, \$1075; Coupe, \$1825; Four Door Sedan, \$1825. F. O. B. Pontiac, Michigan. Additional for Wire Wheel Equipment, \$75.

Sturgeon's Garage