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The Great Surrender—My soul is exceedingly sorrowful, even unto death tarry ye here, and watch with me. And he went a little farther, and fell on his face, and prayed, saying, O my Father, if it be possible, let this cup pass from me: nevertheless, no as I will, but as thou wilt.—Matthew 26:38, 39.

Mellon will stay on the treasury job until the end of the Hoover administration. Well, even Mellon critics are willing to admit these days that the country's financial affairs are efficiently run.

Mr. DacDonald stresses importance of the Kellogg treaty renouncing war. War, he says, "is impossible if you and we do our duty in making the peace pact effective." That's something for opponents of the treaty to ponder. No treaty, no signed agreement is better than the word and honor of the individuals or peoples behind it. Expression of the will to renounce war is the vital thing in the Kellogg treaty.

OREGON CAR OWNERSHIP COST ABOUT AVERAGE

The Oregon Voter does a real service to the state when it explodes with a wealth of statistics the frequent statement that Oregon motorists pay more for the privilege of car ownership than residents of any other state. Because Oregon pioneered in a definite state highway program and put its license fees on a basis that would bring that program to completion, this state has received unfair and untrue publicity and many citizens have received wrong impressions.

In a table showing the average motor vehicle tax and fee burden in all states, Oregon is fifteenth, Washington is sixteenth and California twenty-sixth from the top. In Oregon the average cost is $44.25, which includes license fee and gas tax, while the average for all states is $37.50, including property tax on automobiles in states where such a tax is levied. California, for examle, is above the average for all states with a total cost of car ownership averaging $36.59—this including license fee, gas tax and property tax. Commenting on the comparison the Voter says:

"Within the last few years, other states have caught up with Oregon in their highway programs. At the same time, they were catching up in average exaction from motor vehicles in the way of taxes and fees. Motor vehicle license fees have been increased heavily in nearly all the states, and on top of those increases, all the states have adopted the gasoline tax and most of them have increased it every few years.

"It is these increases in fees and gasoline taxes which have carried fourteen states ahead of Oregon in average exactions from motor vehicles.

"Oregon no longer is in the top quartile, the top twelve of the 48 states. It is in the middle half—the 24 states whose range is from $32 to $44—the average run of states so far as levies against motor transportation is concerned. No longer is our position unique—no longer may motorists assail us justly with the criticism that we are out of line in our charges."

Oregon citizens who have judged the state charge for vehicles on the surface without investigating carefully will do well to study these figures. No longer can they point to the $3 fee in California and say that Oregon can do likewise. Oregon, without property tax on automobiles, cannot justly be compared with the 34 states that levy a property tax without taking that into consideration.

Considering the extent of the Oregon highway system—for which purpose our motor fees and gas taxes have been levied—and considering the area and comparatively sparce population of this state, it is remarkable that the total cost of our car ownership has been kept at such a low level. That Oregon motorists get their money's worth is shown by a comparison with many states whose citizens pay less—and who have less. Iowa, for example, has one of the lowest averages, a total of $26.22, and has paid many times that in recent years through its nation-wide reputation for mud roads. Now with a hundred million dollar road program just started the cost of car ownership in Iowa will necessarily be increased gradually to carry the burden. States cannot have good roads without paying for them. They often pay for them without having them.

TRY
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FIRST

MACKMEN INVADE CHICAGO TODAY

Philadelphia to Renew World Series Relationship Broken After 1910

By Brian Bell
(Associated Press Sports Writer)

CHICAGO, Oct. 8 (AP)—Connie Mack, a bit grayer, as lean as ever, younger, and even more taciturn, today came back to Chicago after 19 years to take up a baseball quarrel with the Cubs, where he left it in 1910. On his second world's series visit, the manager of Philadelphia's Athletics brought a new club with one exception, only Eddie Collins surviving the challenge of the years. Today he found a lot of strange Cubs to oppose his invasion of the west.

When Connie Mack last led his white elephants into the stronghold of the Cubs, Joe McCarthy, the pleasant visaged manager of the current edition of the Chicago Nationals, was a young man of 22, playing utility roles in the minors. For that matter, the crafty Connie was then a mere stripling of 48.

Time Takes Toll

Time has taken its toll of ball players between Cub world series in Chicago. Frank Chance, the "peerless leader," the big bear of the Cubs in 1910, is dead, as are several of the stars of the Cubs and Athletics of that day.

Even the ball park is changed. The Athletics made their bid 19 years ago on the West Side. Now their base hits must be made on the North.

Eddie Collins, a star of the former series, is in this one, his seventh, but he will use his mental equipment more than the physical. The best the captain of the A's can hope for in the way of a personal appearance is as a pinch hitter.

Worthy Foeman

On his renewal of the ancient baseball feud, the 67-year-old leader of the A's finds foemen worthy of his steel. Then he was able to subdue the Cubs in "four out of five." Today there are many willing to suggest, and support their convictions with their money, that this series will be in full force after five games have been played.

Although the Athletics entered the series slight favories there seems at the last minute little to choose between them. Champions both, they were eager and ready and no suggestion arose as to the courage of the competing players. Charley Grimm, disabled captain of the Cubs, had returned to the battlefield and was pronounced fit. Bing Miller, swarthy right fielder of the A's, was a minor casualty, suffering from a cold, but he was ready to play.

Rarin' to Go

All the "big shots" and the dark horses, too, awaited only the opportunity to go out and justify the faith of their admirers. The following.

The Cubs put a fine edge on their batting eyes with an extended drill yesterday afternoon. The Athletics, reaching the scene of the opening battles in the early afternoon, did not go near Wrigley field. Manager Mack said there was not sufficient time and he did not think it necessary. Captain Eddie Collins recalled that 19 years ago there was no preliminary pre-series workout here.

There was unanimous agreement on the Cub's pitching selection. Charlie Root was elected by acclamation. Root, a fast ball pitcher with a good curve, is something of a bellwether among the Cub flingers. He pitched the first game of the city series last year and started the ball rolling for the season that was to return the Cubs as champions. His name was at the top of his league this year.

More mystery shrouded the Philadelphia choice. Only one man knew and he would not tell. Connie Mack remained firm in a previous announcement that the nominee and the world would know about the same time—when he says just before the game to one of his stars, "You're it."

Who Will Pitch?

In the rife speculation three names figured, George Earnshaw, a big fellow with a world of speed and a good curve, leading pitcher of the club in games won; Jack Quinn, a veteran of veterans, somewhere in the neighborhood of 50 years of age, an artist whose repertoire includes a spitter and slow ball, the oldest pitcher in baseball, and Bob Grove, a left-hander with almost unbelievable speed, the leading pitcher of the club and league on a percentage basis.

There was no doubt about the catchers. Gordon Cochrane, one of the game's greatest receivers, had no opposition. Zach Taylor, a wanderer on the face of the baseball earth who settled in Chicago in time to play a big part in the Cub's pennant drive, was ready to catch Root's offerings.

The probable lineup:

Athletics	Cubs
Bishop, 2b	McMillan, 3b
Haas, cf	English, ss
Cochran, c	Hornsby, 2b
Simmons, lf	Wilson, cf
Foxx, 1b	Cuyler, rf
Miller, rf	Stephenson, lf
Dykes, 3b	Grimm, 1b
Boley, ss	Taylor, c
Earnshaw, Quinn or Grove, p	Root, p

Umpires—Klem (National) at plate; Dinneen (American), at first base; Moran (National) at second base; Van Grafian (American) at third base.

We had heard that the new bills would be smaller, but that doesn't seem to pertain t othose which come the first of the month.

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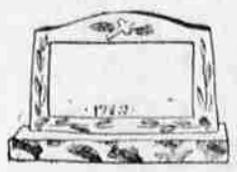

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