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# Collier's

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## Companionate Marriage

WHEN he let loose the words "companionate marriage," Judge Ben B. Lindsey, the stormy petrel of Denver politics, did a lot toward making this winter's conversation more disputatious and interesting.

Companionate marriage is a new way of describing an old relationship. Despite protestations to the contrary it is our old friend "trial marriage" bobbing up in 1928 clothes.

The gist of Judge Lindsey's proposal is that a couple contemplating marriage arrange a temporary contract to discover if they are really congenial. In addition to being temporary, the companionate marriage must also be childless according to the rules. If after an interval the experiment seemed successful, a family, or permanent, marriage would result.

A neat legislative program designed to make companionate marriage legal has been suggested and volunteers have been called for. Judge Lindsey thinks that Nevada might blazon the way.

Nobody in complete possession of his faculties expects any lawmaking body to commit political suicide by endorsing "companionate marriage" or any other bizarre proposal that seems to strike at the foundations of the family. Things don't happen in that fashion in this country. But even though the idea itself will be rejected, the conditions which suggested it are themselves rapidly changing the institution of marriage.

The most significant present fact about marriage is the increasing tendency to divorce.

In every section of this country divorces are becoming more numerous.

Deplore it or approve it, the fact exists and the census figures tell the story beyond all denial.

Divorces increase principally for two reasons: First of all, the modern woman is conscious of her rights and she is unwilling to accept conditions in which her mother and her grandmother acquiesced. Then being an earner and therefore financially independent, she does not have to tolerate a husband who has become uncongenial.

Women are not going to surrender their new equality. They are not going to stop working for money. On the contrary they are demanding greater equality and business and the professions and industry are more and more calling them out of the home. Consequently divorces will tend naturally to increase and not to diminish.

Divorce, being familiar, leaves no stigma. Long ago it became socially respectable.

There is, however, a wide gulf between social custom on one side and the law and religious teaching on the other.

Custom sanctions divorce when marriage has become unsatisfactory to one or both parties. The law approves divorce in most states only if one party has done injury to the other.

Since custom and the law disagree, as always the law suffers. Where adultery is essential to divorce, men will confess to sins they have not committed.

Also chivalry demands that, as men propose marriage, women must propose divorce. The result is that even though the wife is the offender and the husband the aggrieved party the wife must sue. If they acknowledge an agreement jointly to break the marriage, they may be thrown out of court or even put in jail.

Other absurdities surround divorce. One is that a divorced wife is entitled to alimony regardless of her capacity as an earner.

The woman who has abandoned her earning power in order to maintain a home for her husband is of course entitled to support

when her marriage is broken through no fault of her own. But surely it is an anachronism to compel a divorced husband to support his ex-wife when she is able to maintain herself.

In many ways divorce and marriage laws can be and should be brought into harmony with actual present-day customs.

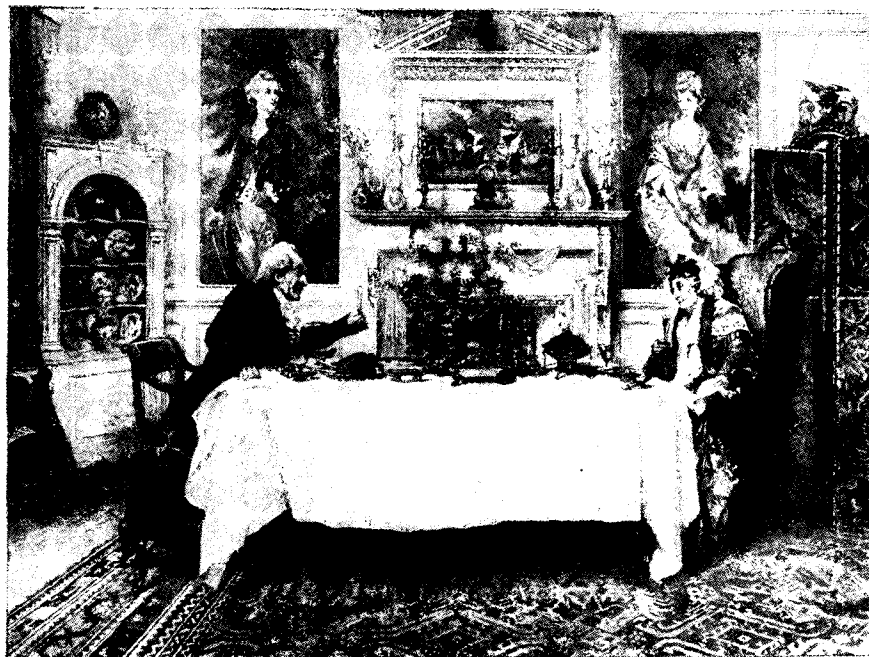
It is, however, a mistake to think that the happy, successful marriage is the exception and to assume that the unhappy marriage is the rule.

It is also a mistake to postpone children during a trial period since everybody knows that the very presence of children is the strongest tie between men and women and the surest guarantee of permanent marriage.

Remember also that while divorces are numerous and are increasing, married men outnumber the divorced something like 98 to 1 and there are about 76 married women to every divorcee.

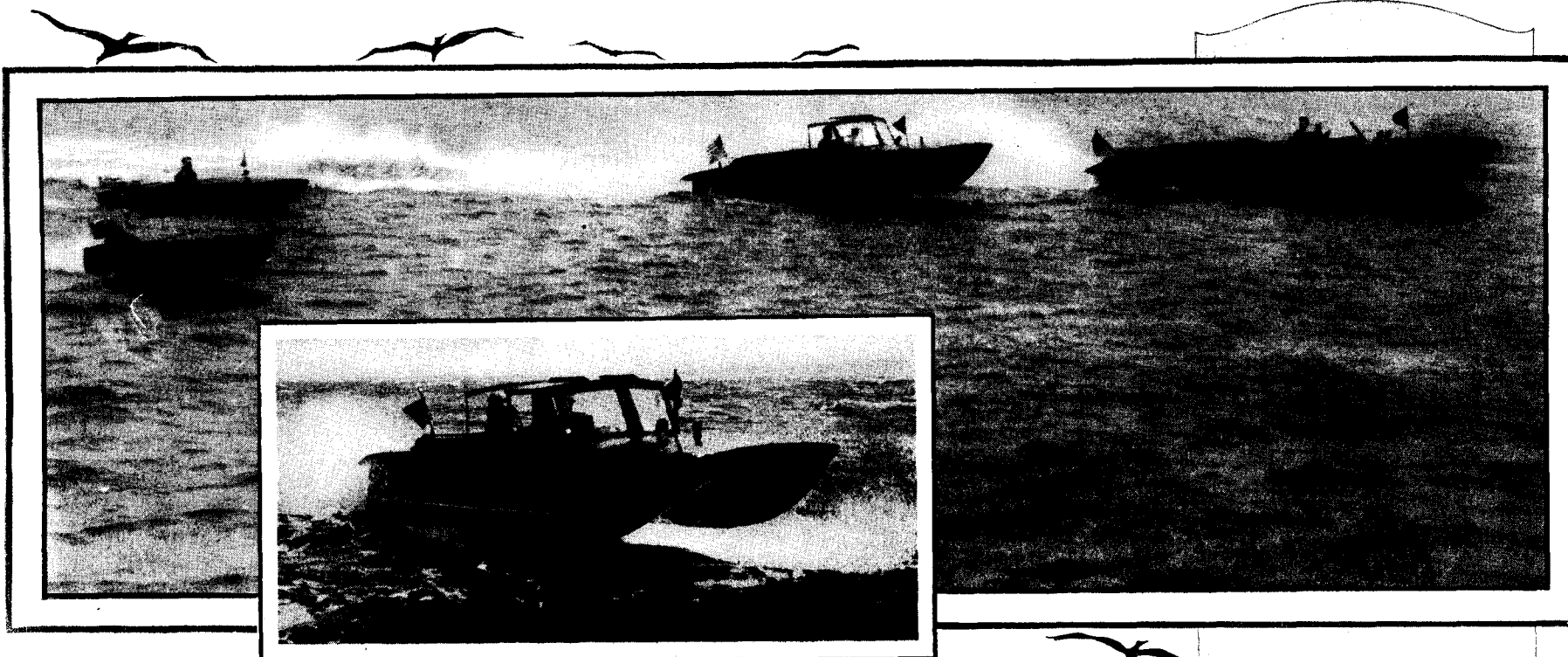
Marriage is still the normal and divorce the abnormal. In that fact lies the fallacy of such proposals as companionate marriage.

It is wrong to assume that the average marriage requires a time of probation before it is made permanent. The average marriage is successful and only the exception fails.



"Grow old along with me, the best is yet to be!"





# Speeding Up

**A**LMOST as a matter of course, people have come to expect Sea Sleds to do unheard of things. But every now and then a Sea Sled shakes out a new kink which surprises even its makers.

The new Model 16 Outboard is shaping up into a very swagger craft. During a recent series of tryouts, Model 13 was used to pace her over a measured course, because the water is just cold enough these days to make a feller feel he needs a friend if he's out all alone in a small fast craft.

When the figures were checked, Model 16, which had been intended and rated as a 20-mile Sea Sled Outboard, had crept up to 21 miles; and little Model 13 had gone up past 22.

This opens up an interesting game to the owner of a Sea Sled, who apparently is

going to be able to buy a new outboard hull and motor in the spring, and find that by fall he is getting some extra miles for his money.

It is a complete reversal of form, because most outboard owners have been trained by sad experience to buy their boats on a speed rating made at the factories with specially pepped up motors. The rest of their lives is spent straining to get back to the speed claimed before the boat fell into their unfortunate hands.

It is common knowledge that Sea Sleds of all sizes have repeatedly run away from craft with much higher speed rating, when the water ruffled up and penalized the competing craft. But up to now, nobody suspected that regardless of water conditions, a Sea Sled might take it into its head to run faster as it got older.

## The New Model 16

Model 16 is designed for men who ask for more in the way of luxury and comfort than the ordinary outboard can provide. Her graceful lines are accentuated by the smartly cushioned double cockpits, and with her running light, windshield, horn and forward steering gear, in the outboard field she is the last word for good looks and a high liner for ability.

The speeds quoted for the two Sea Sled Outboards, Models 16 and 13, are consistently and intentionally understated. We don't own a special motor. Every trial is made with a stock motor which any man can buy anywhere.

### For the Benefit of Dealers

There is a whole fleet of Sea Sleds now to choose from—the powerful and luxurious Model 28, the sturdy and efficient Model 23, and the slender and graceful Model 16. But of them all, the stout little Model 13 continues to show as the dealers' favorite.

Model 13 is practically non-capsizeable and non-sinkable, her performance, extraordinary good looks, and sturdy construction make her almost irresistible.

List Price \$218 F. O. B.

Quite a number of builders are imitating Sea Sleds, regardless of patent infringement. But no imitation of a Sea Sled is as competent as the original—  
**OR AS SAFE.**

*If you are within reach of New York the week of the Motor Boat Show at the Grand Central Palace, drop in and look over the Sea Sleds. We'll be glad to see you, and you'll be glad to see them.*

Dependable as a fine car  
Will not roll  
Will not stick her nose under  
Planes on her own spray  
Does not drag aft  
Navigates shallow water  
Safe and dry at speed  
in rough water  
Model 28—200 H. P.  
Sedan Top - - \$8,500

**SEA SLED**  
TRADE-MARK REG. U. S. PAT. OFFICE  
**THE SEA SLED CORPORATION**  
Sole Licensee under Hickman U. S. Patents  
226-228 Fourth Ave. at 19th St., New York  
All prices F.O.B. Yards at W. Mystic and Groton, Conn.

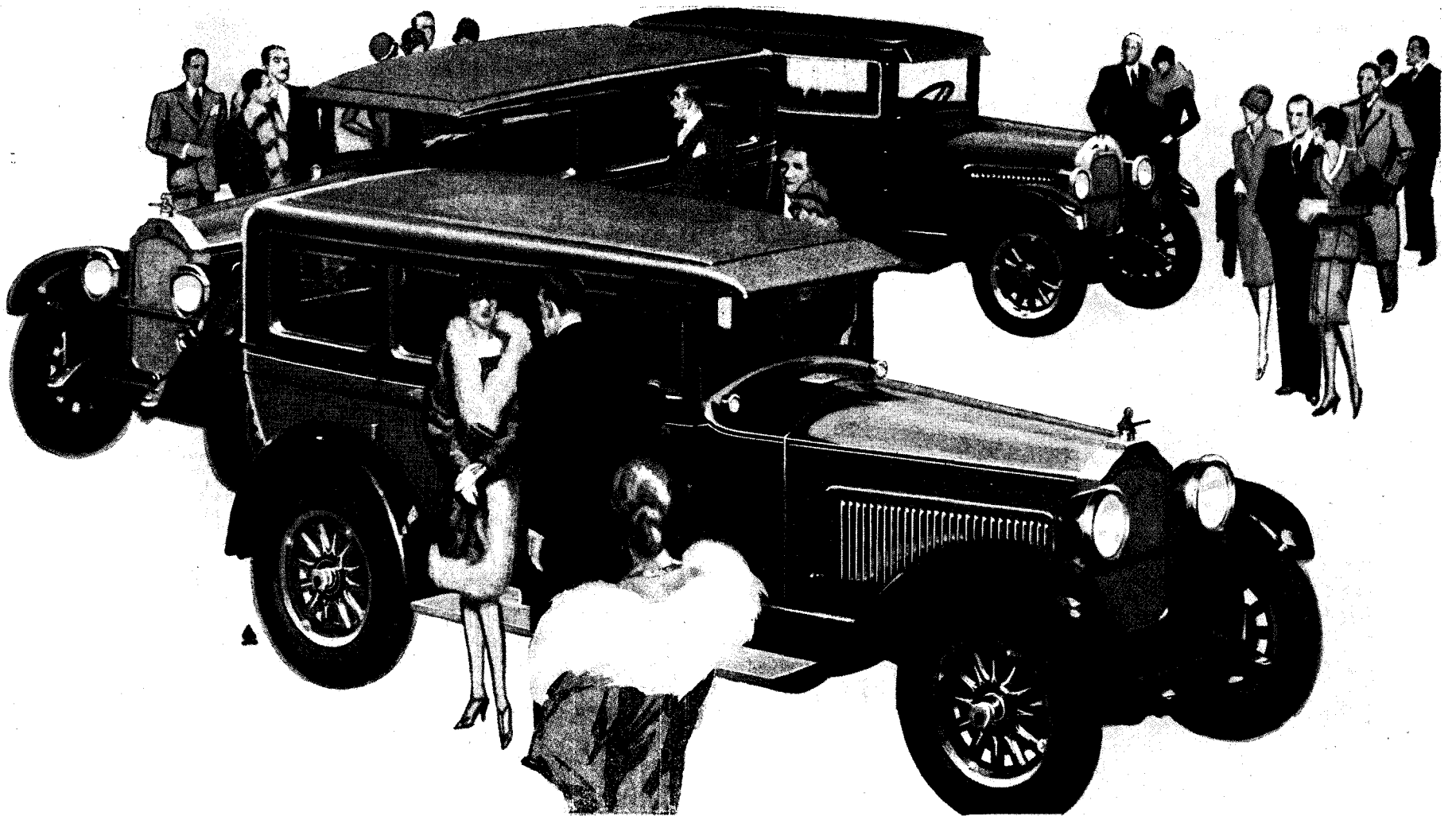
# SEA SLED

Commuting marine motor  
Class racer for youngsters  
Fast marine runabout  
for women  
Day cruiser for family  
Tender for racing yachts  
Harbor tender for  
sea-going yachts  
Model 23—75 H.P.  
Sedan Top - - \$2,700



**SPEED . . . WITH COMFORT AND . . . SAFETY**

# The Great WILLYS-OVERLAND Line Sets New High Standards for 1928



## Engineering Leadership Again Expressed in Even Greater Values

**B**OTH Willys-Knight and Whippet cars for 1928 have been brought to a new point of perfection. Smarter, faster, smoother, more powerful and more economical, they carry on the Willys ideal of offering utmost value in every price class. The Willys-Knight *patented* sleeve-valve engine—simple, reliable, easy to start—stands out as the supreme high compression motor. Its spherical cylinder head and sliding metal sleeves insure *highest uniform compression with any gas*. These sleeves admit and expel gas through openings in their sides. There are no spring-actuated valves to weaken, or to collect carbon, and thereby impair compression. Here is the power plant which actually grows smoother and quieter with use. Its superiority is shown in its extreme simplicity and in requiring less of the adjustments common to other cars.

And, reflecting the engineering skill which developed the Willys-Knight sleeve-valve engine, the Whippet brings the advantages of high compression to the light car field. Willys-Overland knowledge of the principles of high compression has produced an amazingly efficient poppet-valve motor for the Whippet. Developing twice its rated horse-power, it establishes new standards of economy, speed and power. The experience of Whippet owners reflects the many outstanding records Whippet has set in official tests of speed, endurance, economy and hill-climbing ability.

This great line of 1928 motor cars may be seen at all Willys-Overland dealers' display rooms. Don't fail to view these modern, beautiful automobiles. Willys-Overland, Inc., Toledo, Ohio. Willys-Overland Sales Co., Limited, Toronto, Canada.

## WILLYS-KNIGHT SIX & WHIPPET