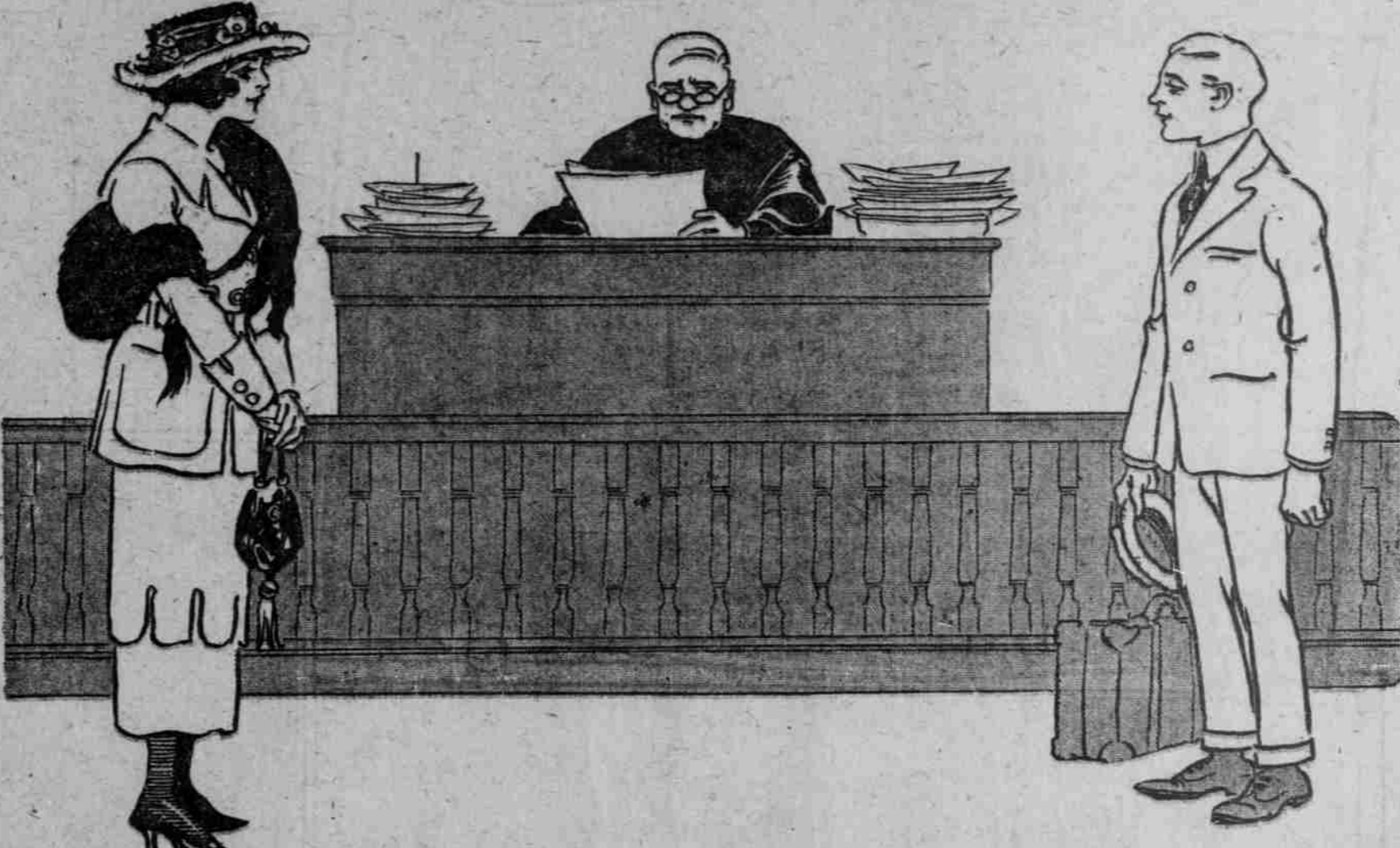


Does the World Need a "Marriage Bureau"?

Winifred Graham, British Novelist, Who Sees Danger in the Great "Superfluous Woman" Problem, and Has Heard the Cry of Lonesome Men, Thinks That Official Matchmaking Might Be Tried.



Mrs. Theodore Cory, who writes novels as "Winifred Graham," now in this country, and ready to think a marriage bureau might be a very good thing.

BY ETHEL THURSTON.

SOMETHING has got to be done about it—that is the impression one gets. If you ever read a heap of lonesome letters you might join in this belief yourself. If you were the mayor of a big city and received appeals to find wives for lonesome men in far places you would begin to understand. If you looked over New York, for example, the town which "The Great Desire" calls the "City of Successfully Single," you would get another slant. And if you heard that awful phrase, repeated in all parts of the world, "superfluous women," you might really get busy.

It is made frankly plain that curtailment marriage is frowned upon by nations that lost heavily in man power during the four years and a half of war. All these governments view the "surplus woman" problem with anxiety.

Recently the little republic of Uruguay announced an offer of \$200 to every new bride, so anxious is that country with a population of only about five persons to the square mile, to populate her rich and fertile lands. War worked havoc with Uruguay's population, too, immigration being at a low ebb during the war, while her young men left constantly for the European battlefields, many of them never to return.

In France, the government is urging women to bear more children, but how can France, with her large number of fine young marriageable sons now dead, expect to increase her population very considerably without either importing marriageable men or suggesting that her women embrace polygamy?

Problem of "Superfluous" Women.

Most English visitors to these shores will give cheerful accounts of how their government is adjusting this and that problem created by war's necessities, but ask them what England intends to do with her 2,000,000 surplus women and let their cheerfulness of manner give way to a blank stare, while they answer, "I really do not know."

This puzzling question today is engaging the attention of half the world. Perhaps the solution of this gigantic problem may be found in the suggestion put forth by Mrs. Theodore Cory, the well known English novelist who writes under the name of Winifred Graham.

"Miss Graham" has to her credit 25 books of fiction, therefore, one readily understands how she can be an authority on questions of romance and marriage, particularly as her own marriage, which "as lasted 13 years, has been so very happy."

"I wonder if every happily married woman hasn't the instincts of a matchmaker?" asked this beautiful and interesting young woman, who arrived in this country recently for a short visit.

"I have not only the instincts," she frankly admitted, "but I do believe I could qualify for an official position of matchmaker. I have had some success along this line among my friends, for I think it is quite true that a woman who is married and is happy longs to see her girl friends as pleasantly established in life."

"Oh, dear no, I have no ambition to become known as the international matchmaker, as you suggest," laughed Mrs. Cory. "That would be a gigantic job, wouldn't it now?"

"But seriously, I do believe that an international marriage bureau might become a most useful institution. I have given this considerable thought at times, because you see I become very much interested in the Mormon question. I wrote a novel on it. I have no patience with Mormonism and its tenets. I do not think plural wives



Yes, everything is all very nice and comfortable in this girls' club in London, but think of girls stocking all by themselves—playing pool with themselves, perhaps dancing with themselves in the evening! Wouldn't you, Miss America, get awfully lonesome in such a scene?

or plural husbands make for the highest happiness or for the best development of humanity. "So, why not an international marriage bureau, where young men and women, who have no means of meeting and who may live a world apart, may find their perfect mate, through these means of communication?" "I believe that such a plan could be worked in connection with the consular service of the different countries," explained Mrs. Cory. "People go to their consuls with all sorts of requests. If their ambition is to be presented at court they hunt up the embassy; if they are seeking light on the integrity and character of someone with whom they wish to do business, perhaps, or for some

other reason, they look up the consul. "Now, why shouldn't marriage, which is by all odds the most important institution, be aided through some such well-developed channels of information."

"If such a plan were ever adopted women should be appointed as assistants and put in charge of this work, for women and much more sympathetic. I think, and also they have a keen intuition that would be most valuable in a work of this sort."

"For example, a young man in your great western country or on the broad plains of western Canada, Australia or some South American country, finds it difficult to meet the girl he would like to marry, and the girl who would be willing to share the loneliness of an isolated ranch or mine or pioneer railroad building or other development, he could write to the country from which he would like to choose a wife and make inquiries."

"I suppose it would be necessary for him to send his photograph and swear to the statement of facts about his character and responsibility. The girl could do the same. Even in normal times there are young men in one part of the world who would like to marry if they met the right girl, and girls in another part equally anxious to have a home of their own if the right man chanced to come along."

"The whole question of matrimony is in getting the right mate. Now, I can think of nothing more noble than in bringing two young people together who are going to 'live happily ever after,'" said this young enthusiast on the subject of marriage.

"The very fact that marriage bureaus have been patronized very largely by old and young, rich and poor, by all sorts of people, shows that human beings are just human beings. Under government supervision such bureaus, I believe, could render valuable service."

"Governments have bureaus for giving free advice on animal plagues, agricultural development, medical subjects and business prospects in foreign countries, so why not a bureau which will deal with the basis of all life and enterprise?"

Referring to the large number of surplus women in England, which is around two million, Mrs. Cory voiced the opinion, though she said she was a high churchwoman herself, that divorce should be made somewhat easier in England.

Simplify Divorce Laws. "The divorce laws are very hard," she said. "The person bringing the divorce complaint must charge brutality or adultery. People of good breeding, who, because of temperament or some other reason, simply cannot get along together, shrink from bringing such charges before the public. A person who becomes involved in such public proceedings in England is not so highly thought of after. So people go on living apart for years, sometimes till death claims one or the other, and then often the one left marries again."

"If people cannot live happily together it seems a pity to drag out such an existence, doesn't it? I know a titled gentleman of high position in England who has been separated from his wife for a quarter of a century. Now, if these men who are living apart from their wives could be released by the courts from their unfortunate matrimonial position, this action would release a number of men for the matrimonial market, wouldn't it?"

"Why certain people marry is one of the mysteries of life. I recall a most curious kind of engagement which existed during the war. This young girl, an acquaintance of mine, beautiful, a daughter of rich and socially powerful people, carefully reared, confided to me recently that she had been secretly engaged to her father's chauffeur. She said her parents do not know to this day of their engagement. She idolized this young man, she said. But shortly after they became engaged he went to France. After the war he returned to England and married a workman's daughter. When the girl learned that he had jilted her it broke her heart. This is an instance where if these young people had married the marriage doubtless would have ended disastrously."

Happiness in Clubs. "I believe the great army of unmarried women in England as a rule are not particularly unhappy. England is a great place for clubs. There are working girls' clubs and clubs for students. During the war women became accustomed to living together in barracks in France and in training camps in England. They derive great comfort and pleasure from this mode of living and the association it gives."

"There have been, of course, heaps of marriages since the close of the war. But I believe a man is much more dependent on a woman for comfort and happiness than a woman is dependent on a man."

"They still talk of taxing bachelors in England, but I do not think this is practicable. It would appear as an infringement on personal liberty. Now, with a government marriage bureau marriage would be optional. No man would be forced into matrimony to escape a heavy government tax, and young people who were earnestly seeking a mate and a home of their own and the charm and independence and dignity that comes to a woman or man happily married, could, I believe, in this way approach romance, through a federal aid, without losing self-respect."

EARLY RIVER BOATS AND CREWS HAVE HISTORY THAT MAKES CAPTIVATING STORY

Countless Tests and Harrowing Trials Figure Prominently in Tale of Intrepid Men Who Braved the Many Dangers of Pioneer Steam-Boating Days.

(Continued From First Page.)

The first river postal agent. The Blackhawk had also appeared on the scene, and was a little iron propeller boat and traveled to Portland from the Sacramento as a passenger on one of Abernathy's sailing vessels. She engaged in the passenger trade between Portland and Oregon City and prospered.

Now came the time for the start of navigation on that stretch of river between Cascades and The Dalles. The Dalles was an established army post and needed the service and this presented an opportunity that a foresighted individual could not afford to neglect, so the James P. Flint was built for this route. After she was completed at Cascades her owners hauled her over the rapids and placed her in service on the middle-river stretch. Now we come to the period of the first disasters, and the James P. Flint figures in this, as she was taken below the rapids in 1833 and in September of that year was sunk opposite Multnomah falls. No lives were lost, but the hull was abandoned until the next year, when it was raised and taken to Vancouver and repaired and again placed in service, this time as the Fashion. About this time came the first explosion on the river, when the Canemah, which had been lengthened out, exploded a fire while on her run near Champoege, and scalded to death a passenger named Marion Holcroft.

During all this time the Whitcomb was yet plying her prosperous trade on the Astoria run, though the Willamette had entered the same route for a short time. Proving too expensive to operate, the Willamette left the Columbia, went to San Francisco, and later ended her career in China. Roamers all were those early-day boats, and they never knew where they would spend their next few days. On the upper Willamette about this time came the Oregon, but she was a poor investment and a loss to her owners. Then the Shoal Water made her bow, the sixth steamer on the upper Willamette, fitted with double-gear engines and designed to run on a light fall of dew. She was another failure and in 1854, while making a landing at Rock Island, she had an explosion that scalded several of the passengers and the accident proved so expensive that she exchanged owners for the third time and was called the Fenix and then Franklin, and, as ill luck yet pursued her, she was lengthened out and called the Minnie Holmes, in honor of a young lady of Oregon City who afterward became the bride of Dan O'Neill. However, she could not get rid of her hoodoo and was again sold as a floating sawmill, then the engines were removed and located as part of a lumber plant on the river bank at Salem, where they functioned until the factory was destroyed by fire in 1856.

In 1853 the Portland-Oregon City run was a favored one for small propeller-equipped boats and three of them—the Eagle, Allan and Major

Reading—vied with each other for the passenger traffic at \$5 a head. This same year, after the James P. Flint had been raised from her watery grave near Multnomah falls, she figured in another accident near Cape Horn as the Fashion, when a bolt in the boiler gave way and the engineer, John Dennis, was so severely scalded that he died within a few hours.

Portland Goes Over Falls. In 1853 came the tiny, ill-fated Portland. She was placed on the Oregon City route with the Multnomah, with occasional trips to Astoria, and remained there until 1856, when she was taken above the falls. On St. Patrick's day, 1857, the Portland left Canemah for the basin at Oregon City. In swinging into the basin the steamer drifted too far out, the current caught her and drifted her toward the rim of the falls. Captain George Pease was standing on the nearby shore and called to the men to jump, meanwhile throwing out a line. There were three men in the crew and Peter Anderson, the fireman, heard Pease's warning and made the shore in safety. Captain Archibald Jamieson and a deckhand named Bell rode the boat to her death when she went over the falls. The upper works of the craft drifted down the river and were salvaged near Portland. Jamieson's and Bell's bodies were afterward found in the swirling rapids below the falls.

About this time, falling on the river started between rival boats. The Pease

line had been established by Hoyt & Murray and they operated the Multnomah and Portland in the Oregon City trade. The Portland was pulled off this route and started a competing line with the rejuvenated Flint, now sailing as the Fashion between Vancouver and Portland. Here started the first of the many race lines that later, in the days of fierce competition, did so much to enliven life along the river. The lower Columbia received its share of attention now, as the Astoria boats connected at Rainier with the Cowlitz River Canoe and Bateau line, which in turn made connections at its terminus with the Olympia and Puget sound stages.

Oregon City Has Rival. Oregon City had a rival town start in 1853 by the Willamette Falls company on the opposite bank of the river. This company, which had adequate financial backing, started the construction of a river steamer in 1853 which burned on the stocks, but later that year they managed to launch the Gazelle, which blew up in 1854 with frightful results, less than three weeks after she had been placed in commission.

On April 3, while the Gazelle was lying at the wharf at Canemah, her boiler exploded, killing 19 and wounding 12. The Willamette was tied up alongside and several of her passengers were also injured. The wreck of the Gazelle was then sold to Captain Richard Hoyt and his associates and in 1855 it was launched over the falls, refitted, and called the Senorita. Afterwards the engines were removed and placed in the first Haasie and the Senorita given bigger and heavier motive power.

Indians Raid Steamboats. In 1856 came a further stage in the Willamette river development when the James Clinton extended her trips to Eugene. This made the river a

great roadway for shrimps, but the settlers found that rates remained just about as high as they did in the old days when Captains Pease and Miller had used their Indian engine flat-boats. In 1862 came the first real river ferry at Portland, as it had become such a city that the two sides of the river needed the service. Previously to this time Indian canoes had done whatever there was in this line, but now came Captain James D. Stephens and his horse ferry. This same year came an Indian revolt and steamboating, especially on the middle-Columbia, was extremely hazardous. While a skirmish was in progress at Cascades the Jennie Clark made a record run of four hours and 45 minutes to Portland for aid.

Through all their trials and tribulations the hardy men bent on conquering the rivers were stayed at their task by the promise of almost certain reward that they could see within their grasp. Reap they did, but this was not the only incentive that they had in the fascinating task of developing commerce of the Oregon interior. No one begrudges them their fortunes, and anyone who reads of their deeds cannot help but wish that the same opportunity again offered so that he could enter the game. The first boats on the river had their tales, but there are just as interesting ones to be related of the later arrivals on the waterways of this country. And the men who conceived, built and navigated the steamboats, surely they warrant some interest.

Some day there will doubtless come the one endowed with the ability and desire to write the real tale of the Columbia and her explorers. When such a person comes, judging by the interest of the few sample adventures revealed by a superficial examination of the subject, there will be a great story to tell of real men and real life.

ERRATA.—In last week's installment, through a mistake in copy, the length of the *Loe Whitesomb*, the pioneer boat of the Columbia, was given as 90 feet. This should have been 100 feet.