

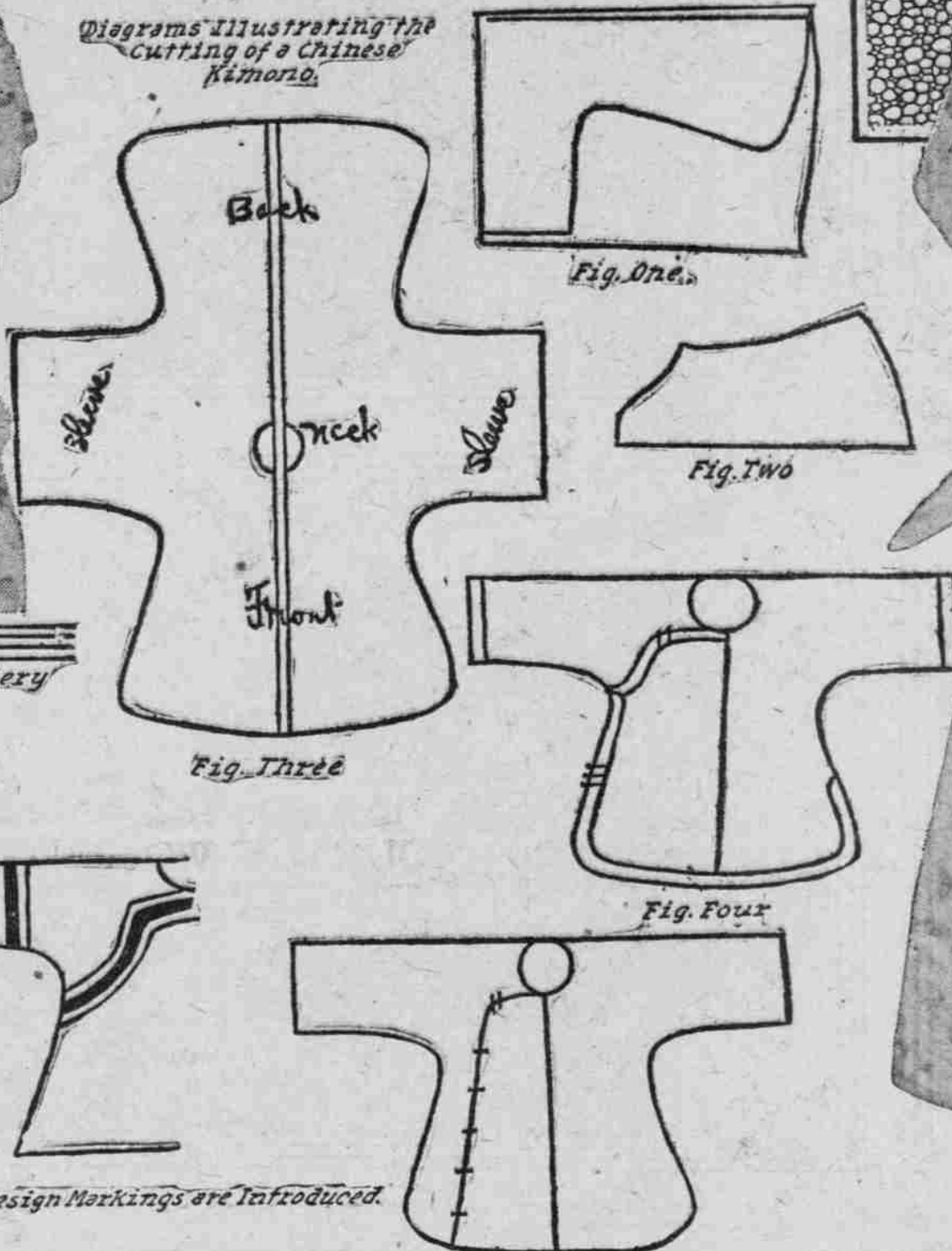
Turning to China for Comfortable Clothes

How to Make the Charming Coats and Trousers Now Elected to Fashionable (and Artistic) Popularity.



Kimono With Chinese Metal and Silk Embroidery

Diagrams Illustrating the Cutting of a Chinese Kimono



Pattern Lines for Cutting Our Chinese Trousers, Worn With Kimono

How Design Markings are Introduced



Fig. Five



Typical Chinese Kimono, Richly Embroidered in Silk and Silver

BY ETHEL THURSTON.

IN the year of our Lord 1920 we hear much of the achievements of women. Even the bomb-throwing bolsheviks take a back seat on the tenth page of the daily papers while "the spotlight" of the right-hand column of the first page exploits the fact that a woman has been elected to parliament or accomplished some other wondrous thing.

And yet, 2650 years before the birth of Christ, a woman and an empress of the Celestial Kingdom invented the loom—and that in China, where we regarded femininity as anything but emancipated till the Chinese republic gave women the vote long before certain states of the freest country in the world passed the suffrage franchise.

This inventive empress was Si-Ling, wife of the renowned Emperor Huang-ti. Moreover, she began the cultivation of the mulberry tree and the growing of silk worms, which in the ages since have made China the mother of silks.

It may also be remarked that another woman many years afterwards introduced the cultivation of silk worms and also the tea plant in the colony of South Carolina. Her name was Eliza Pinckney and she was the mother of General Charles Cotesworth Pinckney, who fought in the American revolution. Indigo was also first planted in South Carolina by Eliza Pinckney when she was Eliza Lucas, a girl of 16, and under her instructions the industry reached a point where \$5,000,000 worth of indigo was shipped from the port of Charleston to Europe and Asia to be manufactured into dyes. Much of this indigo found its way to China to be used in dyeing the silk fabrics made possible by the invention of the almond-eyed Si-Ling, who had inspired the Chinese to the weaving of gorgeous silks dyed in the beautiful vegetable dyes with which the early Chinese experimented and brought to a marvellous perfection and range of color.

Eventually social caste was indicated in China by color. During the Chow dynasty the emperor wore yellow to signify his celestial descent and the radiance of the sun, to which his imperial presence was likened; the nobility wore light or dark red; the common people white, and servants and slaves dark brown. These distinctions were strictly adhered to during

the Tong and Sung dynasties, but during the Kyung, Liao and Yuan dynasties the colors were changed and different flowers and designs employed to mark the caste.

The clothes of these periods were long, loose flowing garments consisting of an upper short-waisted section and a lower long skirt. The skirts were pleated onto the waist. Women wore extremely long skirts embroidered with lotus, sacred lilies, roses or peonies. From the waists hung streamers of silk from which dangled tiny gold bells that made a tinkling sweet sound as the wearer moved.

When the Manchus conquered the Chinese, during the Ching dynasty, they forced them to adopt the Manchurian dress and the Chinese costume of today is an adaptation of the Manchurian and Chinese. The Chinese men obeyed the edict and changed the style of their clothes, and held that their women and children should wear the Chinese dress.

Hung Zung Zen was the mightiest Chinese statesman, and Ching Tu Tso, the Manchurian conqueror, gave him high office. Through Hung Zung Zen's influence the women and children were permitted to cling to the Chinese costume. However, when death released a Chinese from the rule of the Manchurian emperor, he was laid out in the garments of the ancient Chinese.

The Manchurian women dressed like the men and it is doubtless due to that influence that the Chinese costume of today, consisting of trousers and the straight kimono, fastened on the left side, is the accepted dress of the Chinese women. The comfort of this costume has invaded the boudoirs of Europe and America.

The Chinese trousers and coats are capable of the most picturesque interpretations and may be fashioned of brocade in combination with plain colored satin, crepe de chine or crepe meteor. They may also be reproduced in varied tones of the same fabric.

The Chinese garments are easily cut. Their charm and beauty lies in the color combinations employed. The trousers are not difficult to make. "Five feet" of cloth or one and two-thirds yards are required for a woman of medium height. To make a pair of Chinese trousers, fold your goods lengthwise and cut in two pieces as indicated in the pattern lines for cutting out Chinese trousers. Sew on the dotted lines and attach to a

walstband as shown in the sketch. These trousers are most effective when bordered with a contrasting color, either matching the border of the characteristic Chinese closing of the kimono, or the kimono if that is made of a different color from the trousers.

The patterns of the kimono are quite easy to follow, and unlike the usual kimono blouse employed for our western dresses, are cut on the straight of the goods, both back and front. The width of your material will govern whether you put a seam down the center front and back.

The directions for cutting a kimono are given by a Chinese lady as follows: "Take eight feet of cloth, fold one end two and one-half feet long and cut a piece of the kimono like Fig. 1. Fold the material again and cut another piece just like it. When these pieces are unfolded they look like Fig. 3. Another piece for the lapped side is needed and that will be shaped like Fig. 2.

First sew the backs together, then sew Fig. 2 on the left front. Next sew the sides together, including sleeves. Fig. 4 shows the appearance of the finished garment. Fig. 5 indicates the fastenings, which may consist of braid loops and fancy buttons, or if you wish to be consistent and adhere to

Chinese fastenings, cut one-half inch strips of your material on the bias. Fold these strips four times until you have a narrow tape. This tape may then be knotted or rolled into buttons and loops of graceful design.

The fastening may be made extremely ornamental by accenting it with gold, silver or silk tassels, that may be bought ready made or fashioned from metal or silk fringe. To make a tassel, cut a piece of crinoline or buckram two inches deep by three inches long. Cover this with silk or velvet in any shade desired. Then place over this another piece of silk or velvet, allowing the first color to show a little above it. Next sew

across the lower edge a strip of fringe, letting the top of the fringe overlap the second piece of material. Now fold the crinoline and sew it together, overlapping it about one inch, making a round or flat tassel.

On a kimono of silver and blue brocade faille silk, silver tassels were mounted. The first covering of the

Over two thousand years ago a Chinese woman invented the loom, and it was another woman who introduced the cultivation of silk worms in South Carolina. This article describes the wonderful clothes worn by Chinese women and how they dress like men.

crinoline was sapphire blue velvet, and the next jade green satin, then silver fringe was attached. The sleeves and fastenings were ornate, lined with silver galloon and this exquisite kimono was worn with jade green satin trousers bordered with blue, silver and green to match the color sequence of the tassels. Magenta and silver brocade com-

Even the refuse of the household has disappeared as by a miracle, the garbage man has taken it to the disposal area during the night. The taxi driver has kept vigil near his stand ready to rush where called, and the hotel bus driver has met all the trains and seen that the city's guests have arrived safely at their places of rest for the remainder of the night.

And all this time the light and power hands have been standing by their turbines, generating sets or transformers and watching that the sleeping city received its necessary amount of light and power so essential to its safety and life. In the heating stations the firemen and engineers have seen that the life and comfort giving energy reached the mains for distribution and in some of the drug stores the night clerk has been ready to serve an emergency call. Then, the next morning, when Mr. Portland and his family awake they find, fresh and crisp on their front porch, the morning paper. During the night this has taken the services of several hundred men who work so that the world may know what has happened the day before.

"Oh, it's a great life, this night work—it calls for a queer makeup is a man, but once get him in the swing and he seldom breaks away from it. Gradually he gets in the notion that he must labor at abnormal times, and then he is a gonorr."

The firemen, some of them snatch some sleep during their night tour of duty, it is true, but they are always ready to get to the scene of danger, no matter what the weather or conditions, and risk their very lives in defense of life and property.

On duty, but there are the checkers, repairmen, car cleaners, telegraph operators, roundhouse crews, dispatchers and trackmen as well as many other classes of workers. Night is the time of least congestion and it is possible to make better dispatch in moving the traffic, so all efforts are made to expedite it by working to capacity at this time.

20,000 PORTLAND RESIDENTS TURN NIGHT INTO DAY SERVING CIVILIZATION'S NEEDS

Women Workers as Well as Men Find It Necessary to Serve People by Accomplishing Their Daily Tasks When Others Are Asleep.

(Continued From First Page.)

the day resemble busy hives of industry, the corridors at night are completely deserted, for here again are women workers, the janitresses. She is almost a development of the late war, but has apparently come to stay, for her work has proven the height of efficiency, and satisfaction is the criterion that will serve to hold any position. These women, hard workers, do not usually adopt this means of making a livelihood through choice, but find that they can do better in making the necessary living expenses by working at night.

In the corridors of many of the larger office buildings, as well as many of the manufacturing plants of the city is to be found the night watchman, generally an old and trusted employee grown gray in the service and not fitted for the more arduous daylight tasks. Loyal to the core these devoted old fellows would lay down their lives to guard their employers' interests.

Commerce Must Move. Commerce must move, day or night, and the night time is the most suitable for the switching of the innumerable freight and passenger cars that arrive in Portland's commodious terminals. Trains, whether freight or passenger, must be kept moving, and the railways keep a goodly number of their employees on the job during the hours of darkness. Not only are the switchmen and train crews

on duty, but there are the checkers, repairmen, car cleaners, telegraph operators, roundhouse crews, dispatchers and trackmen as well as many other classes of workers. Night is the time of least congestion and it is possible to make better dispatch in moving the traffic, so all efforts are made to expedite it by working to capacity at this time.

River traffic also moves at night. The bridges are held closed as much as possible during the daytime on account of the necessary arrangements for handling trans-river city traffic, so at night the bridge tenders find it imperative to make many swings or elevations of their draw spans. On the river there are the crews of the tugs and freight steamers, as well as the ocean vessels that make this a port of call.

Night Guests Welcomed. The hotels are prepared to care for their arriving guest, no matter what hour of the 24 he comes. This necessitates clerks, bellboys, porters and maids just as in the day, and in the majority of hosteleries there is a large shift on duty at night furnishing up for the next day. In the restaurants of the city a shift of chefs ply their warm profession right through so as to have their pastries and bakery goods as well as the basic work for the next day's menu in readiness. In the big bakeries of the city the bakers work mostly at night so as to have

the fresh bread ready for delivery the first thing the following day. Take your auto to the garage and when you get it the next morning it has been washed, polished and necessary adjustments and repairs made. This again requires the services of a goodly detachment of skilled men. When you drive out in the early morning you notice that the city seems fresh and clean, but did you ever stop to consider that this freshening up of the streets and flushing them has again taken a number of men who have worked all night that you may have a spotless town to sell again.

Then the girl has been at the switchboard at the telephone exchange all the long night through. In an emergency did you ever find that central was not on the job, night or day? And the messenger boy and the telegraph company, the nervous system of the modern national body, functioning night and day also. The mails, clerks and drivers, sorting and carrying the arriving and departing letters and parcels all night so that they will get early expedition the ensuing day. The hospitals, nurses and doctors always prepared to take care of the most serious case when the ambulance delivers them in an emergency.

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