The Cutter's Practical Guide
To Cutting

Livery Garments

In all their varieties,
Including coats, vests, trousers, breeches and gaiters, as worn by livery servants

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A CORRECTION. We regret to find a mistake was made by our engravers when making the block of the lay for the Livery Overcoat given on page 14, where it states 2½ yards, it should have read 2½ yards. We shall be obliged if our readers will please note this, as when writing the description we had the print before us, and unfortunately repeated the error.
AUTHOR'S PREFACE.

THE Work we have now revised and brought up-to-date, and which will be placed before the members of an intelligent profession, is in a large measure the outcome of practical experience in high-class livery trades. But as the experience of one on so wide a topic as all kinds of Liveries must of necessity be of a limited nature, we have gladly availed ourselves of a large circle of trade friends, many of whom are engaged in some of the most noted Livery trades in this great City of London. Many of these have materially helped in the preparation of this Work, for which we extend to them our hearty thanks, feeling assured that the ideas and hints gained from such sources have such a practical bearing on the subject of Liveries, that the value of the Work has been largely enhanced thereby. We have spared neither trouble nor pains to make this work as complete as possible, and trust it will supply a felt want in tailoring establishments.

W. D. F. VINCENT.
The

CUTTER'S PRACTICAL GUIDE
to

LIVERY GARMENTS, &c.

INTRODUCTION.

In treating of Livery Garments, it will be well if, at the start, we get a correct definition of what livery is. The dictionary explains it as follows:

"LIVERY. That which is delivered out stately, as clothing, food, etc., especially the peculiar dress by which the servants of a household are distinguished; peculiar dress appropriated by any body of persons to their own use; company of those wearing such a garb; any characteristic dress or outward appearance; an allowance stately given out; v.t., to clothe in livery."

Liversies are of very ancient origin. When the ancient Greeks used that pithy saying, "The dress shows the man," they intended it to convey that it proclaimed his social condition, quite as much as his moral character. The custom of livery is really derived from the term "liberatis," or "liberatio," a term applied to the delivery or distribution (made by the Merovingian and Carolingian races) of particular sets of clothes to the servants throughout the palace, and at the sovereign's expense. In common phrase this was called a "livree," and it was ordinarily performed in the plenary courts of France. We also find a term of similar signification used by the early German emperors.

In the days of chivalry, livery, in the proper sense of the word, often covered noble backs; the duke's son was page to the prince, and wore his livery. The earl's second son serving a duke donned his master's coat and colours. The knight's second son, and the esquire's son, joyfully wore the livery of him they served; whilst many cases are recorded of the younger brothers of noblemen serving their elder brother, and wearing with all humility their elder kinsman's coat and badge.

The badge on the arm is distinctly traceable as far back as Edward IV., and consists of a cloth or metal circle, worn on the left arm, and displaying the crest of the wearer's master. This is only retained by the few at the present time, such as the fraternity of Watermen, who wear the "Doggett's Coat and Badge," the Lord Mayor's servers (illustrations of which are given on our Livery Plate), as well as here and there a company of firemen, etc. This mode was at one time so general that when people desired to apply a proverb to people lacking the ordinary appendages, they said: "Like a coat without a badge."

The badge was probably peculiar to England, as it appears to have excited the curiosity of foreigners in the time of Queen Elizabeth.

Laced cloaks were given as livery in the time of James I. For a considerable time, livery was worn by other common men, besides salaried servants; they were looked upon as the retainers of him whose livery they wore, and their service was that of the strong hand, which was ever ready to be raised in their master's service. So formidable a body did they become in time, that the law at last stepped in, and decided that without license no noble could retain such followers; and permitted the master to give livery only to his own household servants, officers, and counsel learned in the law. When this law was evaded, as it sometimes was, the penalty of imprisonment was enforced, and increased by fine of £5 per month for every retainer kept without license.

The Earl of Oxford, at Hemingham, on one occasion received a visit from Henry VII., and, in order to do him honour, had a large master of retainers specially for this occasion. The King, after thanking him for his good cheer and hospitality, said: "I may not endure to have my laws broken in my sight. My attorney must speak with you." The poor Earl was mulcted in the enormous sum of £10,000, for merely putting livery on the back of a few score men, contrary to the Statute of Henry's first Parliament.
Queen Mary signed thirty-nine licenses in her five years' reign, whilst her sister, Elizabeth, signed only fifteen in thirteen years. The former Queen gave permission to Bishop Gardiner to maintain two hundred livery servants, whilst Elizabeth only allowed her Archbishop (Parker) to keep forty, and to no one did she grant permission to keep more than one hundred.

Licences and retainers were both abolished in the reign of Charles II., and since that period livery has only been worn by the lower class of household servants.

Many of the livery appendages may be traced to fashion once patronized by nobles. The old style of long waistcoat, a few years ago so generally worn by the grooms, is the old undercoat of the squire, and the three-cornered hat of the coachman once figured at sovereign courts on aristocratic brows.

At one time the French liveries were of the most gorgeous description, but the fashion and the word so botched a menial, that liveries were abolished by the Constituent National Assembly, as incompatible with a Republican system, founded on the tripod of Liberty, Equality, and Fraternity.

Many instances are on record of livery servants making an immense fortune by speculation, in such schemes as the South Sea and Mississippi, and, after having amassed these fortunes, and setting up carriage, horses, and livery servants of their own, so far forgetting themselves as to take their old seat on the box.

Baron Ward was a good example of a man beginning as a livery servant, and rising to eventually become at the close of his career Prime Minister to the late Duke of Parma.

Livery is a term that has often been used by the poets. One puts "April's livery" on spring; Milton speaks of twilight as the "silver livery" of the evening; Hood describes the livery of the earth as "grass green turned up with brown," etc.

"Livery" is a term also applied to the ninety-one Companies of the City of London, the members of which formerly wore clothes resembling in form and colour those of the Lord Mayor and Sheriffs. Of these Companies, the "Merchant Taylors" occupies the position of seventh. It possesses large property, and a noble hall where they feast and make merry.

The first twelve of these Companies were at one time known as 'honorable'; they are now merely known as "great."

On the next page we give the coat-of-arms of the "Merchant Taylors," which, in addition to the connection it has with livery, will doubtless interest our readers generally.

From this introduction to liveries from a historical and general standpoint, we will proceed to treat of them more directly, practically, and so in harmony with the object of our treatise. We will proceed to note a few of the

SPECIAL FEATURES OF LIVERY GARMENTS

Speaking generally, they should be made without any attempt to follow the prevailing fashion. Plainness, neatness, and serviceability must be the ideals aimed at. The edges are invariably finished bluff, except when piped with another colour cloth; or, in the case of livery overcoats, which, owing to the thickness of the material used, are more often finished raw edge, and double-stitched. This remark does not, of course, apply to full-dress livery, where the most elaborate braiding and trimming is used. The linings are always of the plainest description; the sleeve lining, for instance, should be a self-colour, such as slate or light drab; stripes being in all cases conspicuous by their absence. The body lining, too (except in the case of full-dress livery garments, and for the page-boy) should be free from stitching or anything of an ornamental nature, all watermarking and padding being secured by merely bluff biasing.

The workmanship must be such as will stand hard wear. The buttons must be sewn on well; the pockets firmly stayed and tacked, and made generally with a view to hard wear, rather than for appearance. With all this they must be neat, and the fit must be above reproach, for livery servants are generally very smart men, who are most particular about their appearance, and, being continually in the presence of their employers, are naturally desirous of appearing at their best, so that any approach to clumsiness in make, fit, or finish would be a serious defect in a livery garment. Livery servants require, and, indeed, will have, consideration; so that, whilst regulations must be adhered to, yet their own pet ideas and notions must not be ignored. The best guide we know of for liveries is an old garment of the same kind as worn by the same servant; it being a noted fact that families employing liveried servants are generally very conservative, seldom changing the colour style or finish. Fashion's hand—although distinctly discernible, as in the old style of notched collar-end now being obsolete— touched liveries
very lightly, and the changes are almost imperceptible in this respect; so that liveries may, to all intents and purposes, be regarded as being unaffected by fashion.

The materials used for livery garments are generally of a heavier and somewhat coarser make than used for gent's garments, as, for instance, the difference between a refine and a superfine.

THE RULES FOR THE SELECTION OF COLOURS

Are as follows: First in importance, consult your customers' wishes. If they ask your advice, then recommend that the coat be of the same colour as the body of the carriage is painted, with a fine piping of the same colour as the fine lines on the carriage; the buttons the same colour as the harness fittings; and the vest, if of striped Valencia, the same as the band on the horse's forehead. For the overcoat, advise either a drab Devon or a Devon of the same colour as the lining of the carriage. These are the recognised rules for the tailor's guidance; but inasmuch as families have their fancies in this respect, they are not adhered to in all cases.

Buttons are a somewhat important feature in liveries. They are mostly made from a specially-cut die, which costs in the first place from 30s. to 40s., and which is charged to the customer; but this only applies if he has not had buttons of that particular die before, as once the die is cut it lasts for all time. The tailor having taken the order, writes to his button makers, and gives the name of the family and description of the button; or, better still, an old button. They will then make them, or get them made; this takes some days, so that it is advisable to order them as soon as possible, as one cannot get on far with the majority of livery garments without the buttons, a large number of them being plugged; indeed, all that are used for ornament only are put on thus, which consists of making a hole in the cloth with the bodkin, and forcing the shank through it, and fastening it on the other side with a plug of linen or canvas.

Most of the button manufacturers have a special arrangement for the supply of dies for livery buttons. They offer to make them at half the usual cost, provided the die remains their property; and in this way brings them all orders for this particular make of button.

Buttons can be ordered from stock with plain or fancy letters, called initial buttons; and in addition to these there are the plain doctors' buttons, used largely by those who do not care to go to the expense of crested buttons, such people, for instance, as only keep one servant.

The number of buttons required for the various garments are as follows: Overcoats, 18 large; Coachman's Frock, 12 large, 4 small; Coachman's Vest, 8 small; Footman's Coatee, 22 large, 4 small; Footman's Vest, 4 or 5 small; Groom's Frock, 12 large, 4 small; Page's Jacket, 16 or 18 ball buttons.

Full-dress garments vary according to the style of trimming. Crest buttons are used on dress livery breeches, but on all others the ordinary breeches buttons are used; ordinary buttons are also used for gaiters.

As the tailor often has to supply the silk hat, it may not be out of place to say that the cockade, if there is one, is placed on the left side. There are various patterns of cockades, full particulars of which can be obtained from most hatters' price lists. The cockade is put on by the aid of a hairpin and a cork. First find the position desired (the fan part of the cockade should come above the crown); then two holes are made in the side of the hat, and the hairpin put through cockade and hat, and fastened over a cork on the inside.
Livery silk hats are heavier than the ordinary style, and are made more with the view of exposure to bad weather than the ordinary kind, so that when ordering it should be stated they are for livery. Hats sometimes have silver lace binding and band, in which case the bow of the band comes in the front.

It is impossible to lay down any definite rules as to

WHEN LIVERY IS SUPPLIED.

Each family makes its own regulation in that respect, but it will be well for a record to be kept, so that the servants may be advised when their livery is due. As a general rule, all servants have two suits a year, and an overcoat every other year, though this latter garment is sometimes only supplied when wanted. Coachmen and grooms are supplied with stable clothes, and footmen with pantry jackets, the frequency with which these are supplied depending largely on the amount of wear given them; probably one plain suit per annum would be enough, with two Dress Suits. Drawers or pants are always supplied with each pair of trousers or breeches that are lined.

With some servants, such, for instance, as the huntsman, two suits are supplied at once, as he being exposed to all sorts of weather, it is necessary he should have a dry suit ready for the next day, if he comes home at night wet through.

Being closely connected with this aspect of livery, we feel we ought to refer to the custom of the trade with regard to a delicate question, viz., the almost universal habit servants have of "making" a suit now and again; that is, by care and judicious management, they are able to keep their last suit without wearing it, or, at any rate, worn so little that a press-up will make it as good as new. He then brings it to the tailor, who forswears it, and forms his judgment as to whether it is good enough to pass muster. If the tailor is satisfied on this score, he presses it up, and does what he thinks is necessary, and then sends it home as a new suit, and enters it in his ledger accordingly, the servant having the option of either having the amount in other ordinary goods, or of having a cheque for the amount.

Many have been the disputes, and not a few law suits, between employers and tailors on this point, when such practices have been discovered; the employer sometimes going the length of charging his tailor with dishonesty, whilst the latter has pleaded that, insomuch as the clothes were supplied to the man as part of his wages, it could make no difference to the employer, as well as stating that it was the custom of the trade. The tailor is placed in a very difficult position in the matter, for if he refuses to comply with these requests, he may anticipate losing the majority of his livery trade, as servants have a great deal of power in this respect, and we know many employers who ask if the last suit was satisfactory previous to giving orders for the next; and it is on these and similar occasions that servants are able to do the tailor a good or bad turn, according to the state of the relations existing between them. Many have been the half-sovereign we have known to pass between tailor and servant, with the view of either bringing fresh trade or keeping the old, when it has been somewhat shaky.

It may not be out of place if we look at this question from all sides, and we can only repeat that it is

MUCH TO BE REGRETTED

That such an unsatisfactory state of things still exists, as the tailor runs many risks of losing his customer if it is found out, as well as reducing his legitimate profits by allowing the servant more than the proper garments would have cost him to produce; and we are not sure that he does not lay himself open to prosecution under the Secret Commissions and Bribery Act. Doubtless a very great deal would depend on the circumstances, and the interpretation put on them by the judge.

Looking at it from the servants' point of view—it may be viewed from many standpoints—and the following is the one which, perhaps, relieves any qualms of conscience he may have on the matter. He is engaged by his employer at a fixed salary, and so many suits per annum, board, lodging, etc., and he looks upon his clothes in the light of part of the payment he receives for his services; and if he can, by care, save, perhaps, one out of every three suits, he considers he is quite at liberty to do what he likes with it. Looking at it from this standpoint, it may not be regarded as dishonesty, as he has as much right to be careful over his clothing as he is over his money.

We refer to this as it is a point on which many tailors have grave doubts, but cannot see their way clear to avoid it; and although it is the pretty general custom of the trade, yet the practice should be avoided as far as possible, as, viewing the matter as an abstract principle, it certainly has the appearance of a want of straightforwardness between the tailor and his customer, and the sooner this system is altered, and one introduced recognised by the servant's master, the better it will be for the status of the tailoring trade.

When only one servant is kept it is usual to supply him with Coachman's Livery, and if he is also required to wait at table, he should also have a coatee and vest and trousers; but if it is desired to avoid the expense of both breeches and trousers, then trousers only would be supplied.

SPECIMEN PRICE LIST.

We herewith give a sample of the prices charged in the City:

In the production of which, only cutters and workmen are employed whose skill and experience entitle them to rank among the first in their art; the materials, also, are thoroughly damped and shrunk, of permanent colour, and of exceptional durability.
COACHMAN'S OR GROOMS.

Frock Coat, refine cloth, 42s., 50s., 55s.
Vest, refine cloth, 10s. 6d., 11s., 12s.
Vest, Striped Valencia, 12s.
Breeches, drab kerseyure, 30s., 35s.
Breeches, white buckskin (cloth), 42s.
Breeches, white buckskin (leather), 75s., 84s.
Stable Suit, tweeds and whipperins, 42s., 50s., 59s.
Mackintosh Driving Coat, 30s., 38s., 42s.
Gaiters (kerseyure), 15s.
Box Coat, waterproofed Devons, 50s., 70s., 84s.
The cheaper classes are supplied in blue or black, and the best in any shade of colour. All Overcoats have woolen body linings; the best class are lined throughout with woolen. A Cape of same material, or a fur set, may be worn.

FOOTMAN'S.

Coatee, refine cloth, 42s., 50s., 55s.
Vest, refine cloth, 10s. 6d., 11s., 12s.
Trousers, cooskin, 17s. 6d., 21s., 24s.
Striped Valencia vest, 12s.
Pantry Jacket, striped jean, Man's, 7s. 6d.; lined, 10s. 6d.; Boy's, 6s.; lined, 8s. 6d.
Butler's Suit same price as footman's.
Page's Suit, with one row of plated or gilt buttons or studs, 35s., 45s., 55s.

EXTRAS.

Piping Edges, Coats, 2s. 6d.; Vests, 1s.; Trousers, 1s. 6d.
Piping Edges, Page's Suit, 3s. 6d.
Sleeves to vest, 2s.
Velvet Collar, 4s.
Black Cloth Collar and Cuffs, 2s. 6d.; Coloured, 4s.
Lisings to Trousers, 1s. 6d.; Drawers, 3s. 6d.
Crest Buttons, extra: Coats, 3s. 9d.; Vests, 2s. 6d. per dozen.
Cutting pair of Button Dies, 37s. 6d.

MOTOR LIVERIES (CLOTH).

In double-breasted Jacket or ordinary Reefer style, with smartly cut Breeches, 50s., 55s., 75s., 85s.
In Melines, Meltons, Elasties, Derby Tweeds, and Sajes, in a variety of colourings:
D.B. Overcoat, lined wool, 55s., 65s., 75s., 85s.
In all shades of Treble Box Cloths, Meltons, Beavers, etc.
D.B. Jacket and Breeches, of "Omne Tempus" (Regd.) Rainproof Cloth (Blue Livery Shade), 70s.
D.B. Overcoat, lined woolen, of "Omne Tempus" (Regd.) Rainproof Cloth (Blue Livery Shade), 65s.
Cloth Caps, to match Livery, with Leather Peak, from 6s. 6d.

LEATHER LIVERIES.

Jacket, D.B., Cloth or Leather Collar, warmly lined, 25s.; lined woollen, 30s.; chrome dressed leather, 35s.; superior ditto, 45s.; in Tan, Green, Brown, etc., 63s.
Breeches, in above five qualities, 21s., 25s., 28s., 35s., and 40s., respectively.
Overcoats, D.B., button to neck, wind cuffs, woolen lined, 45s.; superior quality, 55s.; chrome dressed, 75s.; in tan, green, brown, etc., £7 7s. and upwards.
Vests (sleeved) Chinois, 17s. 6d. and 21s.; Leather, 25s. and 30s.; tan, brown, green, etc., 45s. and 50s.; Chrome dressed ditto, 45s. and 50s.

LIVERY SUNDRIES.

Silk Hat, 10s. 6d., 12s. 6d.
Silver Lace Hat Band, 3in. wide, 4s.; (advancing 1s. every additional 1in. in width.)
Gold Lace Hat Band, 3in. wide, 5s.; (advancing 1s. every additional 1in. in width.)
Cockade, 1s. 3d.
Waterproof Hat Cover, 3s., 4s. 6d.
Groom's Waist-belt, 8s. 9d., 12s. 6d.
Driving Gloves, per pair, 2s. 9d., 3s. 9d.
Coachman's Dress Wig, each, 70s.
Mourning Aguijolles, 7s. 6d.
Mourning Epaulettes, per pair, 5s.
Mourning Shoulder Knots, 3s. to 4s. 9d.
Mourning Gloves, 2s. 9d. to 3s. 9d.
White Berlin Gloves, 6d., 9d., 1s.
White Buckskin Gloves 3s., 4s. 6d.
Button-stick 6d.
Glove Tresses, per pair, 5s. 6d.
Trees for top-boots, 16s. 9d.
Carriage washing Boots (to knee), per pair, 7s. 11d., 9s. 6d.
Boot Hooks, 1s. 9d., 2s. 6d.
Boot Jack, 2s., 3s.
Boot Blacking Brushes, per set, 4s. 6d., 5s. 9d.
Boot Top Brushes, for scouring, per set, 5s. 6d., 7s. 6d.
Boot Top Tins, 1s. 9d., 2s. 3d.
Boot Top Powders, per box, 1s. 6d., 1s. 9d.
Breeches Brushes, per set, 4s. 9d., 5s. 9d.
Breeches Paste, per jar, 1s. 6d., 2s. 3d.
Breeches Trees, per pair, 39s.
Baize Aprons, for pantry, etc., 3s. 6d., 4s. 6d.
Leather Aprons, 5s. 6d., 6s. 6d.
Stout Cotton Hose, per pair, 2s. 6d., 3s.
Silk Hose, per pair, 9s. 6d., 12s. 6d.
White Ties, per pair, 2s. 6d., 3s.
White Scarves, per dozen, 4s., 6s., 9s.
The following are the prices charged by the Civil Service Stores:
Coachman's Frock Coat, from 49s. to 56s. 6d.; Vest, from 11s. 6d.
Breeches, from 26s.
Coachman’s Great Coat (Box Cloth), from 73s. 6d. to 80s.
Footman’s Great Coat same price.
Footman’s Coatee (Livery Cloth), from 48s. to 53s. 6d.; Vest, from 11s.; Trousers, from 29s. 6d.
Riding Groom’s Frock Coat, from 49s. to 56s. 6d.; Breeches from 26s.
Chauffeur’s Jacket, in Tweed, from 36s.; in Livery Doe, 45s.; Breeches, in Tweed, from 18s. 6d.; in Livery Doe, from 28s.
Chauffeur’s Jacket, in Black Leather, from 29s.; Breeches, from 23s. 6d.
Livery Great Coat (Box Cloth), from £5 5s.; in Leather, from £6 6d.

COACHMAN’S DRIVING SUIT.

The Coachman’s Suit consists of S.B. Frock Coat, made of refined with neat turn and six buttons; flap pockets on the hips, and long side edge to the skirts. Edges may either be plain or piped, the sleeves finished with one button above and one below piping.
S.B. roll-collar vest from same material as coat, bright cassimere or striped valencia. If the latter, the stripes run vertically. Vest is cut long, and generally has seven buttons. Slits are often left at the side.
Buckskin Breeches, moderately close-fitting, cross pockets, and knee buttons slightly to the front.

THE SYSTEM. DIA. 1.

O to 3 one-third seye depth.
O to 9 depth of seye.
O to 17 natural waist.
O to 19 fashion waist.
O to bottom of back full length plus ½ in.
Square lines at right angles to these points.
O to 2½ one-twelfth breast less ½ in.
2½ to 4, ¾ in.
17 to 1, 1 inch.
Draw back-seam, O to 1.
Measure off width of back plus two seams, and curve out to ½.
Draw shoulder-seam ⅔ to ⅔.
Make width of back seye and back waist 2 inches each.
Draw line from ⅔ to 17, and hollow sidesem ¾ in.
Take out ¼ in. between 3 and 4½, and 1 inch between 9 and 10.
½ to 2½ half-chest plus 2½ inches.
2½ to 13½ the acro-chest measure.
Sweep from 13½ by front shoulder less back neck.
Add ¾ in. to this quantity, and sweep again from 21.
Where the segments intersect locates neck-point C.
Sweep from 13½ by the over-shoulder measure less ⅔ A of the back, to find point B.
Make C to B a trifle less than the shoulder of the back.
C to D one-twelfth breast less ½ in.
Draw breast line from D through 21.
Measure up waist to measure plus ½ inches.
Allow ¼ in. for button-stand.

D F the same as C D.
Hollow over the hips ¾ in., and drop a trifle in front.
G to H and L to 1 about 2 inches.
Draw line L H, and come up ¾ in. at hips, and continue across to G.
L to 9 is 9 inches.
2 to 1 is 1 inch.
Draw line from L to 36½, and add on a little round at ½.
Square M J by M I.

THE SLEEVE. DIA. 2.

O to 5½ same as from 7½ to 13½ of seye.
O to ¾ is ¾ in.
Mark pitch at top of sidesem and ¾ in. up from bottom of seye.
O to 9 distance between the two pitches, with the shoulder-seam closed.
O to 4½ half of O, 9.
Shape sleevehead by these points.
Mark off length to measure.
Hollow forearm 1 inch, and make elbow one-fourth breast less 1 inch.
Make cuff rather more than one-sixth breast.

THE VEST.

O to 9 depth of seye.
O to 17 natural waist.
17 to 1, 1 inch; 17 to 1¾, 1½ in.
O to 2¾ one-twelfth breast less ½ in.
2¾ to 4¾ in.
Sweep from O to R by ½ in.
¾ to R one-eighth breast plus ½ in.
⅓ to A one-fourth breast plus ½ in.
⅓ to J one-fourth waist plus ½ in.
B to D one-fourth breast plus ½ in.
D to C across-chest measure less ½ in.
Sweep from C by ¼ in. less than front-shoulder measurement, less width of back neck.
Add ¼ in. to this, and sweep from D. This finds G.
Sweep from C by the ¼ in. less than over-shoulder, less ⅔ E of the back, and so find F.
Width of shoulder a little less than the back.
G H and H I one-twelfth breast less ½ in.
Square down from B, and hollow sidesem 1 inch.
K to L one-fourth waist plus ½ in.
Add on ½ in. for button-stand.
Measure opening and full length, adding ¼ in. to the actual measure.
Complete vest as diagram.

BREECHES.

C to B one-sixth seat.
C to A one-fourth seat.
C to H one-third seat plus ¼ in.
D E 9 inches.
E F 1 inch to 1½ in.
P Q one-fourth waist plus ½ in.
B J leg length to knee, plus 1 inch.
Find length to small, calf and bottom in the same way.
J T one-fourth knee.
K 3 one-fourth small.
L 5 one-fourth calf.
M 7 one-fourth bottom.
J 2 one-fourth knee less 1 inch.
K 4 one-fourth small less 1 inch.
L 6 one-fourth calf less 1 inch.
M 8 one-fourth bottom less 1 inch.
For the undersides:
A 18 one-sixth seat plus 1 inch.
Draw line H through 18.
H to I 1¼ in.
I 9: 3 11; and 5 13, 1 inch.
7 15, ½ in.
Take out vees at 17 to about 2 inches.
Measure up knee, small, calf and bottom to measure, plus 1 inch.
W to X, Y to Z half-seat plus 1 inch.
P to Q and T to S half-waist, plus 1 inch.
S is 1 inch above the level of R.
Square across from seat-seam at T to S.
T U, 2 inches.
U to V, 1½ in.
Complete as shown.
Top-boots are usually worn with this suit, but sometimes drab kersey gaiters are used. These are described on a later page.

COACHMAN'S FULL DRESS SUIT.

In families of high estate the coachman is provided with one or more suits of full dress livery, which vary in their grandeur considerably. In some cases they are embroidered in the most elaborate manner, and emblazoned with badges and other adjuncts, so that there seems to be no limit to the glory of a suit of State Livery. They are made from quite a variety of materials, including silk, velvet, faced cloth, etc.

The Livery of the Lord Mayor of London is generally trimmed in a very similar style to the Royal Liversies, having four rows of gold lace on the edges. The Sheriffs are generally embroidered in a more or less floral design behind an edging of gold lace. The style of the coat is, however, the most important thing for the cutter, for the details of the trimming are decided by the customer, who, however, may ask for suggestions, in which case it is usual to prepare drawings, which will be supplied to order by the embroiderers, of whom there are several in the West End of London, and whose names we shall be pleased to supply on application.

Full dress Liveries are always cut in the Quaker style of coat, that is, cut away above and below the breast, where it fastens with hook and eye.

THE SYSTEM.

Draw line O 19.
O to 3 one-third depth of scye.
O to 9 depth of scye.
O to 17 natural waist length.
O to 19 fashion waist length.
O to 38 full length plus seams.
Draw lines at right angles to O, 3, 9, 17 and 19.
17 to 1 1½ in.
Draw back-seam O to 1.

G to 2½ one-twelfth breast less ½ in.
2½ to 3 ½ in.
2 inches below 3 mark off the width of back plus two seams.
1 to 3 one-eighteenth breast, or to taste.
Make width of back seye the same width as back waist, or to taste.
Draw shoulder-seam from 9 to 3, hollowing it ½ in., as shown.

Draw a line from top of sideseam to 17, and hollow sideseam about ½ in., and complete back as shown.
THE FRONT.
9 to 20½ half-chest plus 2½ inches.
20½ to 12½ the across-chest as taken on customer.
Use 12½ as a pivot, and sweep by front shoulder less
width of back neck, in the direction of C.
Add ½ in. to this quantity, and sweep from 20½.
Where segments cross locate neckpoint, C.
To find point B, sweep by the oversoulder less ½ to
A of the back.
C to B is a trifle less than ½ to ¾ of the back, and the
seam is shaped from B round up to ¾.
C to D one-twelfth breast less ¼ in.
D to E one-twelfth breast.
Draw breast line from D to 20½.

HINTS ON MAKING.
It is usual to cut velvet with the pile to run up, but
there are some firms who resort to the other plan, claim-
ing that it catches the dust less with the pile running
down. The seams are first sewed, and then the garment
is sent to the embroiderers, who return it to the tailor,
and he fits it and finishes in the usual way.

THE LIVERY STATE DRESS VEST.
This is practically the same for both coachmen and
footmen. It is cut in the no-collar style, sharply cut
away at the bottom, and of good length. The edges
are trimmed with gold lace, and the fronts are fastened
with hooks and eyes. The bottom of the forepart is
embroidered in gold, in keeping with the coat. It is
made of casimere, usually of a light shade, often of
white. Sometimes the pockets are put in with pointed
flaps, but in that case the entrance to the pocket is at
the back of the flap, and not under it.

LIVERY DRESS BREECHES.
These are made moderately close-fitting at fork and
thighs, similar to ordinary trousers.
Measures: 30½, 15, 17, 18½, 30, 36, 14, 13, 14.
These are worn by livery servants for full dress, by
officials of various kinds, and for unofficial court dress.
They only reach to just below the small of leg.
They are usually finished with a garter and buckle.
0 to 12, body rise.
COACHMAN'S STABLE SUIT.

S.B. Morning Coat, with moderately full fronts; to button three or four, and finished without breast and cross-flaps. Made in dark whipcord or Derby tweeds.

S.B. step or roll-collar sleeved vest, with slits and sides. Fronts made from same cloth as coat, and back and sleeves from ailesin, jean, molekin, and other wear-resistant materials.

Trousers, fly-front, cross pockets, cut with provision for riding.

THE SYSTEM.

Draw line 0 to 34\(\frac{1}{2}\), and square across to 30\(\frac{1}{2}\) one-twelfth of chest less \(\frac{3}{4}\) in. Raise \(\frac{3}{4}\) in.

Mark off depth of seye, natural and fashion waist, and square lines out. Also go down to 3 one-third of seye depth.

Mark is 1 inch at waist, and draw back-seam. Add tack, 1\(\frac{1}{2}\) in., and rule the centre edge through from O.

Apply the width across back, adding two seams.

Square the line at back seye, and make width of back at that part 2 inches wide.

Spring out \(\frac{3}{4}\) in. on shoulder end.

Shape back shoulder.

Draw guide line from 2 to 17, and shape sideseat, curving \(\frac{3}{4}\) in. over the same at G, and making the width at waist 2 inches.

Take out \(\frac{3}{4}\) in. suppression.

From \(\frac{1}{2}\) to 1 mark one-fourth of chest less \(\frac{1}{4}\) in., and make \(\frac{3}{4}\) to K \(\frac{1}{4}\) in. less than the width at the breast line.

K to L 1 inch.

From \(\frac{3}{4}\) to 21 half-chest and 2\(\frac{1}{2}\) inches.

Go back to 13\(\frac{1}{2}\) the acrosseast, which, it should be noted, almost invariably measures less than the average where the back measures more.

Raise \(\frac{1}{4}\) in.

Sweep C from 13\(\frac{1}{2}\) by the front-shoulder measure less the back neck.

Make 21 to C 3\(\frac{1}{4}\) in. to 1 inch longer than former sweep.

Sweep B from 13\(\frac{1}{2}\) by the over-shoulder measure less the distance from \(\frac{1}{2}\) to A of the back.

C B \(\frac{3}{4}\) in. less than line A.

Draw the guide line and shape the seye as shown.

C to D and D to F as back neck.

Find J by completing the waist measure plus 2 to 2\(\frac{1}{2}\) inches, and add lapel and button-stand as shown.

Sweep \(\frac{3}{4}\) to R by top of sideseat, and square across from R to P.

Raise waist-seam \(\frac{3}{4}\) in. at M, and drop the same \(\frac{3}{4}\) in. at P.

The top line of skirt is made to open \(\frac{3}{4}\) in. at M, and \(\frac{3}{4}\) in. at Q, and the spring is found from R to T by dropping the square 1 inch at P.

R to T always 9 inches.

U is made 1 inch.

Rule through from R through U to the length.

Shape remainder of skirt as shown.

The cutting of the sleeve is similar to that described in previous pages.
COACHMAN'S STABLE SUIT.

PLATE 2.
RIDING TROUSERS.

Draw line O C, and mark off O to A one-sixth of seat, A to B one-twelfth of seat, and B to C ½ in. more than above quantity.

Square up from B and down from A 9 inches; also go up 3 inches 3 to 3.

From 9 mark out ½ in., and rule through from 3 to 1, measuring the leg length from A plus 1 inch for fulling over the knees.

A to E half leg less 2 inches.

A to F and E to G are each made one-fourth of knee.

I to J one-fourth of bottom, and I to K ½ in. less than I to J.

Hollow bottom ½ in.

J to X the side length, plus 1 inch.

Square from V to X, and again at 2 inches down.

R to C one-fourth of waist plus ½ in.

B to Z half distance from B to C and ½ in.

Lower N 1 inch, and finish topside as shown.

Having cut out the topside, leaving on the necessary turn-up and pocket facings, lay them in a convenient position on the cloth, in order that the undersides may now be drafted.

Go out ½ in. at D for all sizes; also add 1 inch at G and ½ in. at L, marking the latter at 1 inch up from the bottom line.

B to M one-sixth of seat.

Rule through from C and M to T and join to D.

Measure up the waist through R C T to U, and the seat from M to N and P to Q, adding 2 inches beyond the half-measure at each part.

Tum sidesam in at knees, and sweep from 1 inch above X at W to U, making a pivot at F.

Square to U by the seat line, T M.

Go back 2 inches, and raise ½ in. for tops, and mark the fish 7 inches long, ½ in. wide, and 3½ inches in from sidesam as shown.

N is 5 inches down from X, therefore the top balance-mark is placed an equal distance from top at U.

HINTS ON MAKING.

The same remarks apply in the case of making stable garments as those prescribed for livery dress, strength and neatness, in preference to style, being the guiding rule in every case. This should affect the trimmer as well as the workman, in that only the very substantial materials must be put in.

In the trousers, provision is made for an inch of fulling to be put in over the knees and seat, as per wavy lines and balance marks on diagram. The space between the marks must depend on the nature of the material, but, generally speaking, 6 inches can be fulled into 5 inches, and well shrunk away over prominence of seat and calf.

Generally finished with cross pockets, and sometimes have buckskin or cloth strapping on inside of leg.

Bottoms finished with strap buttons, which are sewn on the turn-ups of undersides at 3½ inches from the centre at heel. Two are usually placed outside and one inside, and the length of strap is from 6 to 7 inches.
COACHMAN’S OVERCOAT.

D.B., with separate lapels; six buttons each side; close waist; full skirts, reaching to the middle of the upper portion of top-boots, or 46 inches long for a 5ft. 6in. figure; flap pockets are placed across the waist, and a half-moon jetted ticket-pocket is put just above the waist-seam. Side edges are placed in pleats, and made 12 inches long. The body-part is lined twilled, and the skirts with shalloon. Sleeves with five rows of stitching; seams slatted and double-stitched. Material: Devon box-cloth. Out in two styles: (1) button to neck, (2) open front with revers.

THE SYSTEM.

Draw line O 46, and square out to 3, one-twelfth of chest.

Raise $\frac{1}{4}$ in. and shape the back neck.

O to $\frac{1}{3}$ one-third depth of seye.

O to 9 depth of seye.

O to 17$\frac{1}{2}$ waist length and $\frac{1}{4}$ in.

O to 19$\frac{1}{2}$ generally 2 inches below hollow of waist.

Mark in $\frac{3}{4}$ in. at 17$\frac{1}{2}$, and shape to O.

Apply the width across back at 2 inches below 3, and square the line at back seye.

Spring out $\frac{1}{4}$ in. on shoulder end.

Draw to 3, and hollow line near the neck.

Make width of back at seye and at waist one-ninth of scale plus $\frac{1}{4}$ in., and after having ruled from 2$\frac{1}{4}$ to 17$\frac{1}{2}$, shape the sidesean with $\frac{1}{8}$ in. of round at U.

Make from 1 to J $\frac{3}{4}$ in., and shape sidebody round, nipping in $\frac{1}{8}$ in. at top.

From $\frac{3}{4}$ to 9$\frac{3}{8}$ mark one-fourth of chest, and then make J to K $\frac{3}{4}$ in. less than U to 9$\frac{3}{8}$.

Sweep from 1 to 2, pivetting at 2$\frac{1}{2}$, and square across from 2.

From $\frac{3}{4}$ to A measure half-chest plus $\frac{1}{2}$ inches, or more, according to sturdiness of cloth and thickness of lining.

Go back to B the across-chest plus $\frac{3}{4}$ in., or more.

Raise $\frac{1}{8}$ in. at B.

Sweep E from B by the front-shoulder measure, less the back neck, and make A to O $\frac{1}{8}$ in. more than that measure.

Sweep C from B by the over-shoulder measure less the distance from D to $\frac{1}{4}$.

E to C $\frac{3}{4}$ in. less than $\frac{3}{4}$ to $\frac{1}{4}$ of back.

Rule to 1$\frac{1}{2}$, and shape the seye $\frac{3}{4}$ in. in advance of line C 1$\frac{1}{2}$, and $\frac{3}{4}$ in. below breast line, as shown.

E to F one-twelfth of chest, and down to G a similar quantity.

Curve over to A.

Take out 1 inch at K, L, and measure up the waist, allowing about $\frac{3}{4}$ inches over the half-measure, and so find H.

Add $\frac{1}{4}$ in. beyond line F, A, H.

Drop Z $\frac{3}{4}$ in., and curve waist-seam $\frac{1}{4}$ in. over fashion waist line.

Add $\frac{1}{4}$ at 19$\frac{1}{2}$, and rule edge of back-skirt through from O to length desired. Also add 1 inch to 1$\frac{1}{2}$ in. on inside of back-skirt, drawing the edge parallel to the centre line.

From Z to P mark $\frac{3}{4}$ inches, and square from 2 to 8 by 2 P.

From 2 to S always 2 inches.

S to T 1 inch, or more for an extra large seat.

Draw from 2 to 46, and add $\frac{1}{4}$ in. of round at T.

Go out 2$\frac{3}{4}$ inches to Q, and square from Q to P by N, which latter point is 3 inches down from 2.

Make Q R equal to 2, 46.

Make W touch line, but lower same $\frac{3}{4}$ in. where front seam crosses the line.

Place the back of the pocket 1 inch from side-body seam, and arrange the length of the flap one-fourth of chest and 1 inch.

The lapel is simply a repetition of the shape of forpart, therefore it is better to cut out the body and mark round as per dotted lines. Make the width at the top and bottom 2$\frac{3}{4}$ inches, and at the breast 3$\frac{3}{4}$ inches.

PRUSSIAN COLLAR. DIA. 2.

Measure round gorge and back neck $\frac{1}{4}$ in. away from edge, and apply this length at O to A, on Diagram 2.

A to B the difference between the stand and fall.

B to C always $\frac{3}{4}$ in.

Curve up from O to B; also curve from 1$\frac{1}{2}$ to C, denoting the top edge or cease row of collar.

Make up the fall as desired, adding $\frac{1}{4}$ in. of spring at $\frac{1}{2}$.

For a 2$\frac{3}{4}$-inch fall at back-seam, mark 3 inches at side, and 3 inches from B to A.

Add 1$\frac{1}{4}$ in. beyond D.
THE REVER STYLE. DIA. 3 AND 4.

On these diagrams we show how the open-fronted coat lapel is cut.

It should be noted that the rounded edge of the former lapel would not allow sufficient length to enable the front to be turned back, hence the necessity for cutting the sewing-on edge hollow, and the outer edge more pointed at H.

Raise $\frac{1}{2}$ in. from G, and square across 3 inches to H.

Rule from top to bottom, and hollow sewing-on edge $\frac{1}{2}$in., and round the outer ditto $\frac{1}{4}$in., as shown.

The collar for this will also need more length of outer edge: we therefore draft as the ordinary coat shape system.

Draw from A to B through a point 1 inch out from hollow of gorge (see *).

Rule from C to A, and add $\frac{3}{4}$ in. of round beyond K, and curve to J.

Mark length, deducting width of back at J, and registering the elbow and cuff plus $\frac{3}{4}$ in.

Suppress forearm 1 inch, and measure from B to 1 one-fourth of chest plus $\frac{3}{4}$ in.

F to N one-sixth of chest plus 1 inch.

Square N to F by N 1.

Add $\frac{3}{4}$ in. of round, as shown.

Measure round under stays from pitch to pitch (Diagram 1), and apply from U to M.

Draw line, and hollow L $\frac{1}{4}$ in.

CUTTING FROM THE CLOTH.

Inlays are of rather more importance in this class of garment, as they are to serve a double purpose: (1) for outlets, (2) for underlapping the seams; therefore, when planning our pattern upon our cloth we must provide an inlay of $\frac{3}{4}$ in. at each part which underlaps the outer slaving edge, such as the right half of back at centre-seam, hindarm-seam, sidebody-seam, etc. Generally speaking, it is safe to order $\frac{3}{4}$ yards for an average figure, and our lay shows an economic arrangement of the parts which will answer for most ordinary sizes.

It will be seen that a coat 50 inches in length is selected, in order that the lay will prove specially useful for counteracting minor variations in length of sleeve, etc.

It is always advisable to put a seam through the outer collar, and to have a thinner melton under-collar, in order to produce a clean-fitting neck.
COACHMAN'S OVERCOAT.

Plate 3.
COACHMAN'S MACINTOSH.

This being a standard work on the cutting and making all sorts of Livery garments, we have included this somewhat exceptional part of a coachman's cut in it. By exceptional, we mean it does not often fall to the ordinary tailor's lot to cut and make these, for inasmuch as they are close-fitting garments, there is very little difficulty in getting ready-made garments to fit. And as the process of making up macintosh goods is somewhat different to the ordinary method of making garments, the tailor prefers to procure them from the wholesale manufacturer, many of whom advertise in the pages of the "Tailor and Cutter." Their prices for these goods vary from 15s. to 25s., so that the tailor will be able to get a very good margin of profit, and leave the making up to those who make it a specialty.

This garment is mostly cut with the sleeve-seam running right up to the neck, though sometimes they are cut in the sac style shown herewith.

THE CUTTING.

Draw line O B O 12.

From O to 2½ is one-sixth neck, or rather less than one-twelfth breast.

O to 12 is one-third breast.

2½ to 27 the length of sleeve desired from the neck-point.

O to 10 1½ ins. to 1½ in. more than one-fourth breast.

10 to 11½ one-fourth breast plus 2 to 2½ inches.

From 2½ to 11½ is drawn by freehand, hollowing the forepart, A, slightly, say 1 inch more than the back at B.

From 10 to 12 is 2 inches, and the sideseaem from 1½ to A is drawn at right angles to 12, 11½.

The length is marked off from 1½ to B.

The sleeve is drafted to follow the shoulder of front and back, with the exception that 3½ in. is taken out between B and C, and the bottom part of sleeve made to overlap, 1½.

The width of sleeve is made to taste, and the under-seam is drawn as shown. The underarm-seam is the only seam.

The upper line, 2½ to 27, is cut on the crease.

The gorge of the forepart is made by coming down from O to 3½, 1 inch more than O, 2½; and the forepart is finished by adding 2 inches beyond line O B, to act as overlap or button-stand.

As will be gathered, this is a very easy-fitting garment, and is worn in lieu of the old style of Box Overcoat, to protect the wearer from rain.

THE MAKING OF MACINTOSHES.

Is, as we have said, somewhat different to the ordinary method of garment making. They are cut so that there is as little fullness as possible, and then the seams are generally stuck together by a solution of rubber expressly prepared for the purpose, and which can be obtained from most of the macintosh manufacturers, or almost any bicycle repairers. The edges are generally turned in and stuck together, and the pockets patched and stayed by sticking on round pieces, and the judicious use of string, in the same way that we use linen.

In recent years a large number of macintoshes have been made up with stitched seams, a scrapping being put over the seam on the inside to cover up the holes made by the needle in sewing. A piece of pure rubber, or macintosh, with a glazed surface, is put round the bottom of the coat, and also round the bottom of the sleeves, to prevent the wet soaking upwards from the bottom, which it otherwise would do, on the same principle that a lamp-wick soaks up the oil.

The Coachman's Macintosh is generally made from white shining cloth, though occasionally they are made from black.

THREE-QUARTER CIRCLE CAPE.

Cloth Capes are very often worn by coachmen, and Diagram 43 shows how they are cut.

Take the back and forepart of these Overcoats and place them with the shoulder-seams in a closing position, and mark round it, in that way coming out from the back 1 inch, as variation from dotted line at 17.

Now mark off the length from W to 20, and make P to 6 the same length as the back, plus ½ in.

Draw line A D level with the shoulder-point, and make D 6 the same as A 20, and complete the run of the bottom by freehand, from the points obtained.

These Capes are often arranged in tiers, as illustrated on Diagram 43, in which case they are seldom cut to extend right through, but the under one passes under the one above it about 3 or 4 inches, to which it is jelled, though this plan is varied by cutting the bottom cape to extend right through to the neck, and the top one stitched to it.

As will be gathered from the diagram, they are cut to run away in front, each cape showing a little more opening than the one below it. A tab is generally put at the bottom of the front of the bottom cape to keep it from blowing up, and if the capes are all cat to come through, they are fastened down at a little distance from the bottom corner by means of a little piece of Prussian binding, say about 3 inches long. The cape is finished at the neck with a narrow band and three holes. They do not button down the front.
SAC OVERCOAT.

The Sac Overcoat at one time figured prominently in Livery Garments, but now it is only occasionally, for such servants as the one illustrated on the plate, which is drawn from a photograph of the beadle of a recent Lord Mayor, the mace he is carrying in his hand being a historical curiosity; but as the details of the mace are foreign to our subject, we shall leave that for the coat.

The coat shown on this figure was made of blue cloth and edged with gold lace, the fronts being cut to just meet edge to edge, so that the diagram would have to be reduced to line V 1 2 1/2 if used to produce a coat of this sort. It was cut to come to the knees, and had a cape of the three-quarter-circle type, and long enough to reach to the elbow, which was also edged with gold lace. The folds forming in the cape and coat, and the looseness of the sleeves, gave it very much the appearance of a robe. It will be noticed the sleeve is trimmed up the forearm with gold lace made to form the outline of a slashed cuff.

THE OLD STYLE OF BOX-COAT

Was cut on the same principle as is illustrated on this diagram, only much fuller, the back being cut, say, 1 3/4 to 2 inches beyond the construction line, and the forpart made to overlap the back from 3 to 4 inches, and so giving it any amount of width round the bottom of the skirt. It was cut long enough to reach to the ankle, and made to button all down the front, so that the surplus width could be utilized to keep the legs of the coachman warm in severe weather. On the top of this was worn a series of deep capes, such as we have described in another page of this work, they being often arranged so that every one was of a different colour, such as brown and blue, etc. They were generally finished at the neck with Prussian collar, the whole object of this garment being protection from the inclemency of the weather; and there can be no doubt it formed a very good one, although, as we have previously noted, Macintoshes and Driving Aprons have now taken its place. These are doubtless better for wet weather, but we think the coachman exposed to cold weather would prefer the old style.

THE CUTTING.

This garment is cut on the principle of a Chesterfield, with the exception that the waist is made very easy fitting, instead of defining the figure. The various points are found in the same way as described for the Lounge, but as an Overcoat requires cutting longer in the front shoulder, it will be necessary to make the following additions to the various measures taken direct on the customer. The depth of seye is not altered; the natural waist is increased 3/4 in.; the front and over-shoulder measures are increased 3/4 in., the same amount being added to the across-chest measure; and in drafting the seye let it come 3/4 in. below the line, as illustrated at 1/4.

In measuring up the size of the chest, allow 3 3/4 to 4 inches over the half-chest measure, and square down at right angles; or, if a full front is desired, draw a line from V through 2 1/2 to bottom.

From 1 3/4 come out from back construction line 3 in., and draw centre of back straight, so that it may be cut on the crease.

From 1 1/2 to 9 may be made one-fourth breast, and the sides ease of back drawn straight up and down at right angles to waist line. Let the forepart overlap the back 1 in. to 1 1/2 in., as from 9 to 8, and draw sides ease of forepart straight through.

In all other details follow the diagram.

CHAUFFEUR’S SUIT.

The rapid increase in the popularity of the motorcar has either displaced or changed the coachman into a chauffeur; and as this servant requires a different style of livery to his predecessors, we give an example of the suit that is now almost universally adopted. It is made from leather, stout tweed or refine, lined wool, coat, D.B. plastron front, stand and full collar, and sleeves finished with wind cuffs. Vest, D.B., with sleeves, neck collar, and high neck. Breaches cut full at thigh, and made to reach to ankles.

THE SYSTEM. DIA. 1.

Draw O D, the length, and square out to F one-twelfth of chest.

Raise 3/4 in. to G.

O to A one-third depth of seye; to B, depth of seye, and to C the waist length.

Suppress E 1/2 in., and shape back-seam.

Apply the width across back, adding two seams, as shown by 7 1/2.

Spring out 1/2 in. on shoulder.

E to T one-sixth of chest; run to seye at 2 inches above line, and add 1/2 in. width at that part.

Square T to Z by dropping the square 1 in. at E.

Add slit, starting at 4 inches down from C.

Go back to I the across-chest, adding 1/2 in. for a stout lining.

From 1/2 to II half-chest and 2 1/2 or 3 inches, according to nature of linning.

Sweep K from I by the front shoulder measure, less the back neck, and make H to K 1/2 in. to 1 inch longer than I K.

Sweep J from I by the over-shoulder measure, less the distance from A E, 1/2.

K to J 3/4 in. less than line G 3/4.

Raise 1/2 in. at I; draw guide line and shape the seye as shown, dropping 1/2 in. at 5.

Take out 3/4 in. at T and 1/2 in. at the veer.

Measure up the waist and allow 2 1/2 inches or 3 inches.

It is not advisable in any case to go back from the squared line at H R; therefore for small waists take out more suppression.

K to L and L to M one-twelfth of chest.

Round off the line to H.
Square up from H to N \(\frac{1}{2}\) in. above M, and go out to P 2 inches. P to Q 3 inches. Drop \(\frac{1}{2}\) in. at Q.

R to W 4 inches.
Rule straight through W to X.
Drop bottom of front \(\frac{1}{2}\) in.
T to U 6 inches always.
Drop square 1\(\frac{1}{2}\) in. at V, and so find Z.

THE COLLAR.

O to A the length, or 1 inch more than half linen collar.
Raise \(\frac{1}{2}\) in. at B, and mark height of stand \(\frac{1}{2}\) in. at back, and \(\frac{1}{2}\) in. at front.
Take out 1 inch and round the fall to taste.
The sleeve is cut exactly as those for ordinary coats, and as we have dealt with this before, further description is unnecessary.

THE VEST. DIA. 4 AND 5.

Square lines O, D and H.
G to A one-third of depth of seye, to B the depth of seye, to C the waist, and to D \(\frac{1}{2}\) to 6 inches below C.
Go in \(\frac{1}{2}\) in. at C, and \(\frac{1}{2}\) in. as B, and shape the back-seam.
O to H one-twelfth chest less \(\frac{1}{2}\) in.
Raise \(\frac{1}{2}\) in. Also add \(\frac{1}{2}\) in. for the back neck, which is sometimes grown on the ferepart.
Make the width across back \(\frac{1}{2}\) in. less than coat, and measure from E to L one-fourth chest and \(\frac{1}{2}\) in.
F to A one-fourth waist plus a similar quantity.
Mark pitch at 2 inches down, and complete as shown.
O to C 2\(\frac{1}{2}\) inches.
Raise \(\frac{1}{2}\) in. to F.
Sweep the shoulder as for the coat, but fill up the neck \(\frac{1}{2}\) in. beyond G.
G to H and H to I same as back neck.
Take out \(\frac{1}{2}\) in. at I; 1 to J 4 inches.
Add 3\(\frac{1}{2}\) inches at D; 3 inches at E; and mark the length to measure, allowing 1 inch for making up.
B to M 2 inches less than E K.
The pockets are jeated, and side slits are left open, as shown by the diagram.
When cutting the sleeve, only go down \(\frac{1}{2}\) in. at G, and hollow J \(\frac{1}{2}\) in. only.
It is cut more crooked by suppressing B \(\frac{1}{2}\) in., and the size of cuff is generally cut one-sixth of chest less \(\frac{1}{2}\) in., and finished with two holes and buttons.

THE BREECHES. DIA. 7.

Draw the basic line O C.
O to A one-sixth of seat, to B one-fourth of seat, and to C one-third of seat and \(\frac{1}{2}\) in.
Square down from A to F always 9 inches; and go back to E 3 inches. Go down to G 1 inch.
Rule through from E G to K.
A to H 1 inch more than fork to knee measure; to H, fork to small and 1 inch \(\frac{1}{2}\) to I, J and K, fork to small, calf and ankle, plus a similar quantity, which is added for falling over the knee-cap.
Square out on either side of these stations:

H to L one-fourth of knee.
I to M one-fourth of small.
J to N one-fourth of calf.
K to P one-fourth of ankle.

Draw straight to a point 1 inch back from C, and finish leg-seam as shown.
Mark out \(\frac{1}{2}\) in. at Q, and \(\frac{1}{2}\) in. at T.
Square up from B according to the difference between side and leg length, which is generally 12 inches.
Go back 1 inch to I and 2 inches to Y.
From Y to 11 one-fourth of waist and \(\frac{1}{2}\) in., or two seams.
Rule from 11 to Q, and add 3 inches of round.
Hollow fork as shown.
Cut out the topsides, and having laid in a convenient position, commence the underside by marking out \(\frac{1}{2}\) in. at fork, and 1 inch at U, V, W and X.
Arrange the seat-seam so that it crosses the fly-line at one-sixth of seat and 1 inch up from B, and draw through from C to 12.

Measure up the waist from Y to 11 and 12 to 13, allowing 1 inch, or four seams; ditto with the seat, but allowing from 3 inches to 7 inches over the measure.
Measure up the knee, small and calf, also adding four seams at Q, R and S.
Over the ankle add \(\frac{1}{2}\) inches, which quantity allows for six seams and a 1-inch fish.
X 5 is also cut \(\frac{1}{2}\) in. higher than line T P.
Arrange the vee under the knee so that it runs from knee level at side to \(\frac{1}{2}\) in. below the same at leg-seam.
Take out 1 inch at H, making the bottom curve the straighter. Curve upper half \(\frac{1}{2}\) in. at U.
Draw from 2 to 13, and add a similar quantity of round on backparts, as is already added on front side-seam.
Go up \(\frac{1}{2}\) in. at 14, and square 15, 14 by 12, 9.
Place 15 at 2 inches back, and raise \(\frac{1}{2}\) in. at 16.
CHAUFFEUR'S OVERCOAT

Made in heavy tweed, melton, leather, etc., and lined heavily.
D.B., with plastron front, slit back with belt, full skirt, with flaps across hips.
The sleeve is cut on the pivot principle at the undersleeve, in order to obtain entire freedom for arm movements.
The collar is cut with separate stand, to be hooked at the throat.

Sample set of measures: Breast 36, waist 32 (both taken over the vest), depth of seye 9, natural waist 17,
full length 48, width across back 6½, sleeve length 32,
across chest 8, front shoulder 12½, over shoulder 17.
To the three latter measures add ⅜ in., and proceed to draft as follows:

THE SYSTEM.

Draw line O F, and square out to G one-twelfth of chest.
Raise ⅜ in., and shape back neck as shown.
O to A one-third of depth of seye.
O to C depth of seye.
D to D length to waist and ⅜ in.
P to E 9 inches, from where we mark out 1⅜ in., and continue the edge of slit through from O; or, in the case of whole back, make this the double edge.
Apply the width of back plus 1⅜ in. at B, which point is always 2 inches down from A.
Square the line at back seye, and spring out ½ in. on shoulder-end.

Draw back shoulder-seam, making it slightly hollow near the neck.
C to Q half chest and from 4 to 5 inches, according to nature of the lining; 4 inches is generally sufficient for a tweed lining, whereas 4½ to 6 inches would be necessary for leather, etc.
Mark back from Q to R the across-chest, and raise at the latter point ⅜ in.
Sweep K from R by the front-shoulder measure less the back neck, and make from Q to K ⅜ in. more than that quantity.
Sweep J from R by the over-shoulder measure less the distance from C to L.
K to J ⅜ in. less than line L.
Draw to L, and hollow the seye ⅜ in. as shown.
K to L one-twelfth of chest.
L to M a similar quantity.
L to N 7 inches.
N to P 2 inches.
Rule from K to P, and make the width at P 2½ inches.

Square down from Q to V, and make from V to W ½ in., or more for a large waist.
Draw through from Q to Z.

Add 5 inches for overlap at breast, 4 inches at waist, and 8 inches at the bottom.
R to S 2½ inches.
Square down and overlap U 1 to 3 inches, and shape sides and seye as shown.
T is 3 inches from S.
Mark down 1½ in. at Z, and 1½ in. at S.
The half-belt is sewn into sides and seye at an inch below waist. The length of this must depend on the method of fastening; for one hole and button it may be made 9 to 10 inches long; but where it is intended to overlap so as to show two buttons, it must be cut the same length as the half-back width.

THE SLEEVE. DIA. 2.

Square lines O B and O F.
O to B 2 inches more than from J to front pitch.
O to A half O to B.
O to D same as width across seye.
D to C the hang of sleeve, or O to C 1 inch.
Square out to J.
Rule from D to A, and shape the topsleeve, adding an inch of round at J.
Deduct the width of back at J, and make the length of sleeve plus ½ in. at J.
Sweep I to F, and so obtain the length of forearm.
Sweep to H, from E, which point is midway between D and F.

Suppress forearm ⅛ inch, and make E to H one-fourth of chest and ⅜ in.
F to I one-sixth of chest and ⅜ in.
Complete the topsleeve by adding ½ in. of round below elbow.

Measure round the seye from back pitch through S to R, and apply that measure from D to line J C (see K).
P is the mark of the ordinary sleeve, should that be desired.

Measure round the backpart of the vee-shaped seye from back pitch to T, and apply by the sweep K to L.
Sweep D C equal to E T (Diagram 1), and where these intersect locate the top of undersleeve, which folds back beyond P.

THE COLLAR.

O to A the length, equal to a measure taken round back neck and gorge, ⅜ in. away from edge of coat pattern.
A to B 1 inch.
B to C ⅜ in. more than desired height of front of stand; and O to 2 ½ in. more than back height.
Cut ⅜ in. back from line.
Take out 1⅜ in. at E, and make depth of fall two seams more than desired made up.
Slope front ⅜ in. outside D, and back 1½ in. to H from the squared line.

Finish as shown.
CHAUFFEUR'S OVERCOAT.

PLATE 7.
THE GROOM'S FROCK.

The Groom's Frock partakes very much of the same character as the coachman's; but as the groom is generally a smaller man, or, as is often the case, a lad, the fronts are much shorter, so that the number of buttons up the front is sometimes reduced to five, the tailor using his discretion in this matter. The length of the skirt is also very much reduced, as this garment is only made to come well over the seat, a skirt of 10 or 11 inches is quite long.

Occasionally we see grooms with Frocks as long as a coachman's, with flaps and pockets on the hips; but this is out of the usual order of things, and may be looked upon as the exception. The rule respecting grooms' coats is that there shall be no flaps on the hips, and that the pockets shall be placed at the pleats, whether they are in or out pleat is a matter of taste.

The side edge is made short, the regulation length being 9 inches for the groom, and either pointed as diagram, or else the back edge straight and pointed down at the bottom; three buttons being placed on as usual. A ticket pocket is generally placed in the seam, and frequently an in-breast pocket is added.

Sometimes a servant is employed as a carriage groom, who also acts as second coachman, and in this case it is usual to put flaps on the hips of his coat, with pockets under.

THE SYSTEM.

Draw line O, 29½.
O to 3 one-third depth of seye.
O to 9 depth of seye.
O to 17 natural waist.
17½ to 18 about 1 inch.
O to 29½ the full length, plus two seams.
Draw lines at right angles to these points.
17 to 1 1 inch; draw back-seam from O through 1.
O to 2 1 one-twelfth of the breast less ¼ in.
2½ to 2 3/4 in.
About 2 inches below 3 measure off the width of back plus two seams, and curve out to ½.
Draw shoulder-seam from ⅜ to ¼.
1 ½ to 2 is usually made about 2 inches.
Draw a line from 2 to 17, and hollow ¼ to ⅜ on the depth of seye line.
1 to 3 is about 2 inches, and by these points complete the back as shown.

THE FOREPART.

½ to 21 is the half-chest plus 2¼ inches.
21 to 13 is the across-chest measure.
From 13 sweep by the front-shoulder measure less the width of back neck, to find C.
Add ¼ in. to 1 inch to this quantity, and sweep again from 21, and where these segments cross locates the neck-point C.

From 13 sweep by the over-shoulder measure less ½ to A of the back, and so find point B.
C to B a trifle less than ⅛ to ⅜ of the back.
Shape the seye by these points, keeping it very hollow in front at 13.
C to D is one-twelfth breast less ¼ in.
D to E about the same as C to D.
Draw breast line from D to 21, beyond which add on 1 ¼ in. for button-stand.
3 to 4 ½ is 1 ½ in.
9 to 10½ is 1 ¼ in.
Measure up waist to measure plus 1 inch only; more must not be allowed, or loose material will show itself in folds round the waist.
Continue breast line through 20½, and add on button-stand, 1½ in.

THE SKIRT.

H to I is 2 to 2½ inches.
Draw a line from O to I, and square down to 9, 9 inches.
9 to 1, 1 inch.
Draw line from O through 1, and add on ¼ in. of round.
O to J the same as H to I, and find the run of the front of the skirt at right angles to HJ.
Complete as shown.
HINTS ON MAKING.

The side edge is made 9 inches long, with a point in the centre and the bottom.

Buttons are put on as illustrated, with a button at the top, all of which are plugged.

The linings are kept free from all ornamental work, and the edges are either left bluff, or stitched close up to the edge. Sometimes the edges are piped, but in that case only the front edges, collar, back, slit and cuffs are piped.

The general finish of this garment should be smart, at the same time plain.

THE PAD GROOM'S FROCK.

Style: S.B. Frock; plain edges; close-fitting; waistseam 1 inch below natural waist, so that belt may rest on hip buttons; inside pleat pockets; side edge put in back pleat 9 inches long; skirt from 13 to 14 inches long; livery cuff with two holes and buttons; general appearance, smart and neat.

THE GROOM'S VEST.

Special Features: S.B. roll-collar, buttoning high, and of good length. May be made of the same material as the coat, or a coloured refine, or a striped valencia, in which latter case the stripes run vertically. Occasionally a false vest is arranged inside the crease row of the coat, so as to show a little all round, after the style of the white vest slip worn by gentlemen. The object of this is partly economical, and partly practical. It is, of course, less expensive, and it also saves time when the wearer is called upon to change hurriedly, and, being secured to the coat, it always shows the same distance above the coat.

Grooms' vests, when made as separate garments, which is, of course, the more usual plan, are generally finished with sleeves, and the great secret of success with these is to cut a close scye, a flat sleevehead so that it swings from the top, and is free from drag at both back and front, and an underside that is not hollowed out at all at the top.

Grooms' Breeches are the same as coachmen's; they are usually from white buckskin or drab kersey, are nearly tight-fitting in the legs, but are cut with plenty of fork, or an open style, otherwise they would not be able to get on and off the box as nimbly as they are often required to do.

The Overcoat is generally, but not always, made up without flaps on the hips; has a 12-inch side edge, with skirts reaching to just cover the knee; and in all other respects as the coachman's, though the ticket pocket would be in the waist-seam.

A Groom's Stable Suit might either be made in the Lounge or Morning Coat style. Diagrams of both styles appear on another page. As a general rule, the groom himself has power to decide the style of his stable dress, though the tailor must carefully avoid any tendency to the extreme of fashion.

Grooms seldom or ever wear full-dress livery; their special care is the horses, and they do not find a place on the box, where full dress is worn.
POSTILLION'S JACKET.

This diagram illustrates the feature of this jacket, so that a very little explanation will suffice. The back is cut on the crease, and the seam under the arm is very often omitted. It fastens up to the neck either with holes and buttons, as illustrated on the Page's the seams, so that our readers will see that there is full scope for trimming of an ornamental character in these jackets.

Our illustration is reproduced from a photograph taken of a recent Lord Mayor's Postillon's Full-dress Jacket. The sham vest inserted in this case was done

Jacket, or with hooks and eyes and studs. It is cut to come to the waist only, and is finished at the bottom with a waist-band 2 inches wide. The collar, cuffs and hand are sometimes made of a different colour; indeed, this garment is generally finished in a fancy style.

Some put lace on all the seams and edges, whilst others confine it to the edges only. Others pipe or cord because the man was rather stout, and is unusual. The rosette at the back is only worn for full dress, which remark also applies to the wig.

The Breeches are made close-fitting, and a shield is worn on the inside leg to protect it from the horse.

The cap has a peak in front, in the style shown on illustration.
FOOTMAN'S LIVERY SUIT.

Like the Coachman the Footman has his ordinary suit, his working suit, and his full dress outfit. We begin by describing the first of these, which consists of a Swallow-tail Coat, a low-opening vest and trousers. We will briefly describe the leading features of these.

Coatee: Made from blue, brown, or olive-faded livery cloth, after the style of a Dress Coat, rolling three buttons, and having two holes on revers. Side edges are that are placed on the shoulders. These coatees are made of scarlet cloth and are held together at the front by means of a link.

Vest: S.B., low-cut roll collar, three pockets; made from same material as coat, or striped velveteen, the stripes arranged horizontally.

Trousers: Material as coat. Plain P.F. cross pockets; plain or piped side seams.

The length of the coat is adjusted to come to the bend of the knees, or 36 inches, for a 5ft. 8in. man.

Royal Liveries for Footmen showing notched collar and shoulder cords.

put in the pleat, sword-laps on the skirts, and 22 large and four small brass buttons adorn the garment, two of the former being used at the bottom of break to hold fronts together. Edges may either be plain or piped.

On the accompanying illustration we show the Footmen who ride behind the King and Queen when driving in an open carriage. The coatee is of the same style as is described above, but is finished with a notched end to the collar, which is emphasized by the edging of gold lace, which is also worn round the cuffs 3½ins. up from the bottom. Another feature of these Liveries is the gold cords

THE SYSTEM. DIA. 1.

Square lines O 2½, and O, full length.
O to 3 one-third depth of seye; to K, the depth of seye; to L, the natural waist length; and to M the fashion waist length at 2 inches down from L.

Mark in at the waist 1 inch, and draw back seam through, as shown.
O to 2½ one-sixth of scale less ½-in.
Raise ½-in., and shape the back neck as shown.
Apply the width across back at 7\(\frac{1}{4}\), adding \(\frac{1}{8}\) in. for two seams.

Spring out \(\frac{1}{8}\) in. at shoulder end, and shape back shoulder-seam, hollowing it slightly near the neck.

From J to F mark half the chest plus \(2\frac{1}{2}\) inches.

Mark back to C 8 inches, and raise \(\frac{1}{16}\) in., as shown.

Sweep B from G by the over-shoulder measure, less the distance from A to J.

Sweep C from G by the front shoulder measure, less the back neck.

Now bisect the first sweep of the front shoulder by another from F, and to this add from 1 inch to \(\frac{1}{4}\) in.

Make from C to B \(\frac{1}{6}\) in. less than \(\frac{1}{2}\) to \(\frac{1}{4}\) of back.

Draw the guide line and hollow the seyes as shown, keeping the top of the sidebody \(\frac{1}{2}\) in. in advance of the width of back.

C to D 2\(\frac{1}{2}\) inches; and D to E \(\frac{1}{3}\) in. more than latter quantity.

To find the shape of the sidebody, draw from 2 to L, then make the curve, adding \(\frac{1}{16}\) in. of round on the back, and arranging the width of back waist one-ninth of chest, or scale.

Take out \(\frac{1}{16}\) in. at Q, and carefully shape sidebody.

The underarm-seam is placed at one-fourth of chest in from K, and it is then squared down to waist, where 1 inch of suppression is taken out.

Measure up the waist and allow 1 inch beyond the half-waist measure.

Draw the meeting edge-to-edge line from Z round to D with a continuous curve.

Sweep T to U by \(\frac{1}{2}\) at top of sideseam, and continue line U Y parallel with waist line.

Raise \(\frac{1}{8}\) in. at V, and \(\frac{1}{16}\) in. at W.

Drop Z 1 inch below Y.

Take out \(\frac{1}{8}\) in. at 1, and make from 1 to 2 \(1\frac{1}{2}\) in.

From 2 to 3 is one-third of waist-seam length. I to V, and the width at 3 is made 2 inches.

Square 6 by U Y, making the distance down always 9 inches.

From 6 to 7 \(\frac{1}{2}\) inch.

Draw through and add \(\frac{1}{8}\) in. of round.

The side edge is made to show 1 inch at bottom, and \(\frac{1}{8}\) in. at centre.

The lapel is cut with a straight sewing-on edge, and the distance from 11 to 8 is \(\frac{1}{8}\) in. shorter than the sewing edge of front and strap.

From 11 to 12 make 2 inches; from 12 to 13 similar, and from 13 to 14 \(\frac{1}{2}\) inch.

From 8 to 9 \(\frac{1}{2}\) inch.

Draw straight to 14, and finish lapel as shown.

The sword-flap, which runs through the centre of the skirt, is sometimes sewn in the waist-seam, whilst many are placed at 2 inches down (see dotted line). It is made 11 inches long, and \(2\frac{1}{2}\) inches wide at each point.

THE SLEEVE. DIA. 2.

Square lines A G K.

A to B usually 1 inch.

A to C same as the width across seye taken on, or parallel to, the chest line.

B to N 2 inches more than B to front pitch (Diagram 1).

A to K half B to N.

Draw from K to C and add 1 inch of round to the sleevehead.

Deduct the width across back at N, and register the elbow, J, and cuff, H, plus \(\frac{1}{4}\) in.

G to H one-sixth breast plus \(\frac{1}{8}\) in.

Raise at G \(\frac{1}{16}\) in., and place D midway between F and C.

Suppress forearm 1 inch, and make elbow from D to J one-fourth of breast.

Measure round under seye from pitch to pitch (Diagram 1), and apply to sleeve from C to M.

Hollow underpart \(\frac{1}{16}\) in., and finish as shown.

THE VEST. DIA. 3.

Deduct \(\frac{1}{8}\) in. from front shoulder and over-shoulder measures.

\(\frac{1}{2}\) to A seye depth.

O to B the waist.

B to C 1 inch.

O to D \(\frac{1}{8}\) in.

Draw O to E and D.

O to \(2\frac{1}{2}\) one-sixth scale less \(\frac{1}{8}\) in.

Raise \(\frac{1}{8}\) in., and shape the back neck as shown.

E to G one-fourth of chest plus \(\frac{1}{8}\) in., and from D to Z one-fourth of waist plus a similar quantity.

Sweep O to I by E, and make \(\frac{1}{2}\) to I one-eighth of breast plus \(\frac{1}{8}\) in.

Square up from F to I, and hollow back seye \(\frac{1}{8}\) in., as shown.

FOREPART.

Make Q to N one-fourth B plus \(\frac{1}{8}\) in., and square down to E.

Mark in at R \(\frac{1}{2}\) inch.

Shape sideseam.

Q to P \(2\frac{1}{2}\) inches.

Raise \(\frac{1}{8}\) in., as shown.

Sweep J from P by the over-shoulder measure less the distance from H to E.

Sweep K from P by the front-shoulder measure less the back neck.

N to K \(\frac{1}{8}\) in. longer than P to K.

K to L \(2\frac{1}{2}\) inches.

Draw through from L to N and T.

L to M 6 inches.

Measure off length as usual.

Locate opening by first marking bottom button at 3 inches up, then placing the others at 2 inches apart.

Add \(\frac{1}{8}\) in. extra on edges, and make X to Y \(2\frac{1}{2}\) inches.

Make S to V 3 inches less than T U.
FOOTMAN'S FULL-DRESS SUIT.

The Footman's Full-dress Suit differs from the coachman's only in being more cutaway at the front both above and below the point on the breast where they fasten with hooks and eyes. The accompanying photographs will give a good idea of this, and will show the details of this dress. They are actual photos which have been taken from garments made in London for Sheriffs and Lord Mayors of London. In these cases there are State and semi-State dresses, the former being made of silk velvet, very richly embroidered in gold, and the latter made of cloth and trimmed with gold Russia braid.

Of late years, notched holes made of Russia braid have taken the place of the more elaborate braiding, and the details of these may be gathered from the accompanying diagrams.

Sheriffs' Uniforms.

Diagram 1 shows the fronts. 
Diagram 2 the hip flaps. 
Diagram 3 the sleeve cuffs.

The footman's sleeve need not have such a forward hang as the coachman's as they more often stand with their arms at the side.

Sheriffs' Liveries are of this class, as may be gathered from the accompanying photo of Sheriffs' Livery, supplied by Mr. Lauder, of Durham, who informed us the complete outfit consists of a State Coat, Vest, Breeches, Gaiters, Macintosh Coat, silk and wool Stockings, woolen Drawers, and Waists for footmen. The banners shown are usually supplied by the Sheriff himself. The lace used on these coats often has the Sheriff's Arms woven on it, and this often entails some delay.
FOOTMAN'S FULL-DRESS SUIT.
FOOTMAN'S OVERCOAT.

D.B., with separate lapels; six buttons each side;  close waist; only moderately full skirts, reaching 7 inches off the ground, or 52 inches for a 5ft. 8in. figure. No flaps outside, but in-breast, ticket and pleat pockets; 12 inch side edges; body lined wool, and skirts with shalloon; sleeves with five rows of stitching, or faced deeply with another coloured cloth; seams usually slatted and double-stitched, but sometimes left plain. Material: Devon boxcloth, but, unlike the coachman's, it is often made from the thinner venetians, etc.

THE SYSTEM.

Add ⅛in. beyond line L, S. T.
Drop U ⅛in., and curve waist-seam ⅛in. over fashion waist line.
Add 1½ at E, and rule edge of back-skirt through from 0 to length desired. Also add 1 inch to 1½in. on inside of back-skirt, drawing the edge parallel to the centre line.
From U to 3 mark 3 inches, and square from W to 9 by W, 3 inches.
From W to 9 always 9 inches. Go out 1 inch or more for an extra large seat.
Draw from W to X, and add ¼in. of round.
Go out 2½ inches to 2½, and square to Y by 3, which latter point is 3 inches down from W.

Draw line O 52, and square out to 3, one-twelfth of chest.
Raise ⅛in. and shape the back neck.
O to 3 one-third depth of seye.
O to B depth of seye.
O to D waist length and ⅛in.
O to E generally 2 inches below hollow of waist.
Mark in ⅛in. at G, and shape to O.
Apply the width across back at 2 inches below A, and square the line at back seye.
Spring out ⅛in. on shoulder end.
Make width of back at seye and at waist one-ninth of scale plus ⅛in.; and after having ruled from D to ¼, shape sidesseam with ⅛in. of round on sidebody.
Make from H to I ⅛in., and shape sidebody round, nipping in ⅛in. at top.
From ¼ to 9° mark one-fourth of chest, and then make I to J ⅛in. less than above.
Sweep from V to W, pivoting at ¼, and square across from Z.
From ¼ to L measure half-chest plus 3½ inches, or more, according to stubbornness of cloth and thickness of lining.
Go back to M, the across-chest plus ⅛in., or more.
Raise 1½in. at M.
Sweep P from M by the front-shoulder measure, less the back neck, and make L to P ⅛in. more than that measure.
Sweep N from M by the over-shoulder measure less the distance from F to ¼.
P to N ⅛in. less than ⅛ to ⅛ of back.
Rule to 1½, and shape the seye ¼in. in advance of line N 1½, and ⅛in. below breast line, as shown.
P to Q one-twelfth of chest, and down to R a similar quantity.
Curve over to L.
Take out 1 inch at J K, and measure up the waist, allowing about 3½ inches over the half measure, and so find S.

Make 2½ Y equal to W X.
Shape waist-seam as shown.
The lapel is simply a repetition of the shape of forepart, therefore it is better to cut out the body and mark round as per dotted lines.
Make the width at the top and bottom 2½ inches, and at the breast 3½ inches.
For fuller information respecting collar, sleeves, lapels, and cutting from the cloth, see the previous article dealing with the Coachman’s Coat.
The Groom’s Overcoat is similar to that worn by coachmen, except that it is cut very much shorter, 39 inches for average figure.
FOOTMAN'S OVERCOAT.

Plate 10.
Coachman’s Great Coat (Box Cloth), from 73s. 6d. to 80s.
Footman’s Great Coat same price.
Footman’s Coatee (Livery Cloth), from 48s. to 53s. 6d.; Vest, from 11s.; Trousers, from 29s. 6d.
Riding Groom’s Frock Coat, from 49s. to 56s. 6d.; Breeches from 26s.
Chauffeur’s Jacket, in Tweed, from 36s.; in Livery Doe, 45s.; Breeches, in Tweed, from 18s. 6d.; in Livery Doe, from 28s.
Chauffeur’s Jacket, in Black Leather, from 29s.; Breeches, from 23s. 6d.
Livery Great Coat (Box Cloth), from £5 5s.; in Leather, from 6s. 6d.

COACHMAN’S DRIVING SUIT.

The Coachman’s Suit consists of S.B. Frock Coat, made of flannel, with neat turn and six buttons; flap pockets on the hips, and long side edge to the skirts. Edges may either be plain or piped, the sleeves finished with one button above and one below piping.
S.B. roll-collar vest from same material as coat, bright cassimere or striped valencia. If the latter, the stripes run vertically. Vest is cut long, and generally has seven buttons. Slits are often left at the side.
Buckskin Breeches, moderately close-fitting, cross pockets, and knee buttons slightly to the front.

THE SYSTEM. DIA. 1.

O to 3 one-third seye depth.
O to 9 depth of seye.
O to 17 natural waist.
O to 19 fashion waist.
O to bottom of back full length plus ¾in.
Square lines at right angles to these points.
O to 2¼ one-twelfth breast less ¼in.
2½ to 3½ ¼in.
17 to 1, 1 inch.
O draw seye seam, O to 1.
Measure off width of back plus two seams, and curve out to ¼.
Draw shoulder-seam 1½ to 1.
Make width of back seye and back waist 2 inches each.
O draw line from 3 to 17, and hollow seye-seam ½in.
Take out 1½in. between 3 and 4½, and 1 inch between 9 and 10.
1½ to 21 half-chest plus 2½ inches.
21 to 21½ the across-chest measure.
Sweep from 13½ by front shoulder less back neck.
Add 1½in. to this quantity, and sweep again from 21.
Where the segments intersect locate neck-point C.
Sweep from 13½ by the over-shoulder measure less ¼ A of the back, to find point B.
Make C to B a trifle less than the shoulder of the back.
C to D one-twelfth breast less ½in.
Draw breast line from D through 21.
Measure up waist to measure plus 2½ inches.
Allow 1½in. for button-stand.
D F the same as C D.
Hollow over the hips ½in., and drop a trifle in front.
G to H and L to 1 about 2 inches.
Draw line L H, and come up ½in. at hips, and continue across to G.
L to 9 is 9 inches.
9 to 1 is 1 inch.
Draw line from L to 36½, and add on a little round at ½.
Square M J by M I.

THE SLEEVE. DIA. 2.

O to 5½ same as from 7½ to 13½ of seye.
O to ½ is ½in.
Mark pitch at top of sideseam and ½in. up from bottom of seye.
O to 9 distance between the two pitches, with the shoulder-seam closed.
O to 4½ half of O, 9.
Shape sleevehead by these points.
Mark off length to measure.
Hollow forearm 1 inch, and make elbow one-fourth breast less 1 inch.
Make cuff rather more than one-sixth breast.

THE VEST.

O to 9 depth of seye.
O to 17 natural waist.
17 to 1, 1 inch; 17 to 1½, 1½in.
O to 2½ one-twelfth breast less ¼in.
2½ to 3½ ½in.
Sweep from O to R by ¼in.
¼ to R one-eighth breast plus ¼in.
¼ to A one-fourth breast plus ½in.
1½ to J one-fourth waist plus ½in.
B to D one-fourth breast plus ¼in.
D to C across-chest measure less ¼in.
Sweep from C by ¼in. less than front-shoulder measure, less width of back neck.
Add ¼in. to this, and sweep from D. This finds G.
Sweep from C by the ¼in. less than over-shoulder, less ¼ E of the back, and so find F.
Width of shoulder a little less than the back.
G H and H L one-twelfth breast less ½in.
Square down from B, and hollow sideseam 1 inch.
K to L one-fourth waist plus ½in.
Add on ¼in. for button-stand.
Measure opening and full length, adding ½in. to the actual measure.
Complete vest as diagram.

BREECHES.

C to B one-sixth seat.
C to A one-fourth seat.
C to H one-third seat plus ¼in.
D E 9 inches.
E F 1 inch to 1½in.
P Q one-fourth waist plus ½in.
FOOTMAN'S PANTRY JACKET.

When at work in the pantry, the footman wears a short, easy-fitting Jacket, made from stripe Valencia. This is cut S.B., to button three, with rather low-rolling revers, and the back moderately defines the waist, having no centrecam. It reaches to the level of hips, or about 6 inches below the waist, and has rather close-cut sleeves, with faced cuff openings, so as to admit of their being turned up.

It is made unlined, with loose facings, so that the buttons can be detached.

In rare instances the style is varied, as will be seen by our diagrams; but the variation from the standard type of roll-and-step collar is hardly worth noting.

Go back the across-chest from F to G, and raise 1\(\frac{1}{2}\) in. as shown.

Sweep C from G by the front shoulder measure, less the distance from A to 9.

C to D one-twelfth of chest less \(\frac{1}{4}\) in.
D to E one-twelfth of chest plus 1 inch for step-collar and 2 inches for roll collar.

Sweep B from G by the over-shoulder measure less the distance from A to 9.

C to B \(\frac{1}{2}\) in. less than \(\frac{3}{4}\) to \(\frac{2}{3}\) of line A.

Draw guide line from B to \(\frac{1}{2}\), and shape the seye, hollowing it \(\frac{1}{2}\) in. as shown.

Square down from F to H, or measure up waist and allow 2\(\frac{1}{2}\) inches to find the latter point. In no case should it be placed back from the squared line, whilst for large waists it, of course, must be drawn to measure.

Square down below II to K.

Add 1\(\frac{1}{4}\) in. button-stand, and finish front and revers as near as possible to diagram.

Make the width of back at waist one-sixth of chest plus \(\frac{1}{2}\) in., and square down from 6\(\frac{1}{4}\).

Take out 1 inch suppression if the waist is desired to be moderately defined, and run the seam into seye at a point 2 inches above breast line.

Add \(\frac{1}{2}\) in. on back beyond square line at back seye.

Drop the bottom of front 1 inch, as shown.

The coat shape should be drawn in accordance with that laid down for body-fitting garments.

Diagram 2 shows a style frequently patronised by stewards and kitchen assistants aboard ships. Some button closely to neck, with stand collar made to meet

THE SYSTEM. DIA. 1.

Draw lines O 23 and O 2\(\frac{1}{2}\), square.
O to 3 one-third of depth of seye.
3 to 5 always 2 inches.
O to 9 depth of seye.
O to 17 length of waist.
O to 23 the full length, usually 6 inches below waist.
Square out from each station.
O to 2\(\frac{1}{2}\) one-twelfth chest less \(\frac{1}{8}\) in., from which point raise \(\frac{1}{2}\) in., and shape the back neck.

Apply the width across back on line 5, adding \(\frac{1}{8}\) in. beyond the measure, which quantity allows for one seam, and \(\frac{3}{4}\) in. for ease.

Square the line at back seye, and spring out \(\frac{1}{2}\) in. on the shoulder line.

Draw from \(\frac{1}{2}\) to \(\frac{1}{3}\), and hollow the shoulder-seam near the neck.

From 9 to F half-chest and 2\(\frac{1}{2}\) inches.
edge to edge, whilst others are cut down similar to a no-collar waistcoat.

The cutting of the stand collar is shown by Diagram 4, and consists of a strip of the material with the front portion raised 1 inch, in order to shorten the top edge and render it closer fitting.

**THE SLEEVE.**

Square lines O A and O 25½.

O to ¾, ⅜ in. O to 5½ as II to G of Diagram 1.

Square out from ¾ and 5½.

From 24 to 6 one-sixth of chest.

Make 3½ to D equal to a measure taken round under part of seye (Diagram 1), from pitch to pitch, and hollow same ¼ in.

Diagram 4 shows the measures of the various points, and is confined to the cutting of the pointed rever style.

**HINTS ON MAKING.**

All canvas and linens should be extra strong, and well shrunk, before sewing, owing to the continual washing which these garments have to undergo.

³⁄₈ to 5½ is made 2 inches more than from B to front pitch (Diagram 1). O A half ¾ to B.

Draw line, and curve topsleeve ¼ in. over at C.

Measure length, adding ¼ in. beyond the measure but merely steadied, and everything should be sewn at 6. Sweep 6 to 24 by B.

Halve forearm, and suppress the seam 1½ in.

From 14½ to 9 one-fourth of chest.

The pockets must be firmly stayed from seye and side-seam, and this is generally done by machining on a strip of the same material.

The seams provided are ¾ in. wide, in order that they can be doubly lapped inside and out to produce extra strength and neatness. The edges should not be drawn, strongly in preference to neatness, with a view to hard wear.
BUTLER'S DRESS COAT.

The butler occupies a very different position in the household to any of the other servants, he being practically the chief of those whose work lies indoors, and, as might naturally be supposed, his garments are made in a different style.

There is very little about a butler's clothes to indicate they are livery, for they approach more nearly the gent's Dress Suit than any. Livery buttons are never used, plain flexible buttons taking their place. The cloth of the coat is black superfine, and we have known them made from a fine dress twill, but this is quite the exception, the black superfine being the correct thing. There are none of these ornaments, such as sword-flaps, side edges, etc., used on this coat; indeed, it is a plain Dress Coat as worn by gentlemen, the edges finished in the usual style, and on no occasion piped or trimmed in similar ways. The style of cuff most used is the ordinary gent's cuff, formed about 3½ inches deep, and finished with two holes and buttons, the buttons being black flexible, as on the body. The fronts are generally made with two holes below the turn and three in turn, and the lapel made lighter and smarter than for the footman.

THE SYSTEM.

Draw line O 37.
O to 3 one-third depth of seye.

0 to 9 depth of seye.
0 to 17 natural waist length.
0 to 19 fashion waist length.
0 to 37 full length plus seams.
17 to 1, 1 inch; and draw back-seam from O to 1.
Draw lines at right angles to the various points.
0 to 2½ one-twelfth breast less ½ in.
2½ to ½ is ½ in.
PAGE'S SUIT.

The page-boy presents, perhaps, the smartest appearance of the servants in his close-fitting hip coat, which is cut on the body-coat principle, with back, sidebody and forepart usually extending to 2 inches below the waist, and finished pointed at the back and front.

The material from which these are made is black, blue, green, or brown faced cloth, and, seeing that the jacket is padded and quilted, due allowance must be made for ease, etc. There is no seam in the back, consequently the back at waist is reduced to 1½ in. wide, and only one seam is necessary across the shoulders.

The fronts are finished in various ways, but that shown on Diagram 1, with the usual 1¼ in. button-stand, and 16 ball buttons, is the standard type, which is rarely departed from. In some instances, however, it is made to hook and eye up the front, in which case studs are plugged through the foreparts, whilst in the more elaborate club livresses the plastron front of another colour cloth, studded or buttoned, as Diagram 2, is frequently adopted.

The cuffs are finished in many styles, the most general being as that illustrated, having a point in centre. This may be formed either by stitching, separate cuff, or piping. An inside vertical breast pocket is put in, owing to its being more easy of access than the horizontal position.

The trousers must be cut to fit cleanly about the waist and seat, and rather close and smart in the legs. It is best to advise them being made with cross pockets, and without strap and buckle; then, when cutting, sufficient cloth should be obtained so that cut-pieces can be avoided. It is also advisable to omit the fly.

Take the chest and waist measures easily over the shirt, or closely on the waistcoat. Sample set for a boy of 10 years: Jacket: 30 chest, 27 waist, 7½ depth of seye, 15½ to waist, 18½ full length, 5 across back, 18 to elbow, 27½ sleeve, 6½ across chest, 11 front shoulder, 15 over shoulder, size of linin collar 13½.

Collars are not worn as a rule, but it is advisable to obtain size as a guide to cutting neck of coat.

Trousers: 26 waist, 30 seat, 28 leg, 38½ side, 14 knee, 13½ bottom.

THE SYSTEM.

Briefly, as follows: To obtain neck size of coat, add 3 in. to the half linen collar, equals 7½ inches in this case.

After marking the usual lengths, and squaring the line across, measure from 0 to 2½, one-third of neck; or if the latter was not taken, make the distance one-twelfth of chest and ½ in.

Suppress waist ⅜ in., and make J 1¼ in. wide always, so that the width at that part makes up 2 inches.

From ⅞ to H one-fourth of chest less ¼ in.

Take out 1½ in. at K, and ¾ in. at L, which quantities are reduced on account of the disproportion of waist, which is usually found in juvenile youths' figures.

Allow ⅛ inches over breast and 1½ in. over waist.
Make U to D and D to E each one-third of neck, or as back neck.
Add 1½ in. button-stand.
Raise N ¾ in.
Sweep N to B by top of sidesam.
Raise Q 1½ in., and drop front waist ¾ in. at R.
Add ¾ in. to second sweep, and cut collar as shown by Diagram 3.

Diagram 2 illustrates the plastron style, in which case it will be necessary to only add ¾ in. beyond centre line.
The plastron is made as wide as shoulders will admit at T and U, and 2 inches at R.
The sleeves are cut precisely the same as for others, the separate cuff being made straight on underside, 2½ inches wide, and raised 5 inches to point at the centre of topsides.

Trousers are drafted as previously explained, with the following alterations:
B to C one-twelfth of seat only.
B to N one-fourth of seat, in order to shorten the fit of undersides.
Allow only 1 inch over the waist from Q, R and W, X.

KEEPER'S SUIT.

Forward-fronted Morning Coat, made from heavy tweed or velveteen, and lined wool; large harel pocket inside skirt; S.B. vest with stout back and lining; long breeches cut easy at thigh.

Sample set of measures: 36 inches chest, 34 inches waist, 9 inches depth of seye, 17 inches waist length, 19 inches length to buttons, 36 inches full length, 7 inches across back, 32 inches sleeve, 8 inches across chest, 12½ inches front shoulder, 17 inches over-shoulder.

Vest: 10½ inches opening, 26 inches full length.

Breeches: 32 inches waist, 38 inches seat, 14½ inches fork to knee, 17 inches to small, 19½ inches to calf, and 25½ inches full length, 27 inches side to knee. Widths: 15 inches knee, 13 inches small, 14½ inches calf, and 10½ inches ankle.

THE SYSTEM.

O to A one-third of seye depth.
O to B depth of seye.
Draw line O D, the length.
O to C length to waist.
O to 11 the fashion waist.
Mark in 1 inch at C, and draw through, adding 1½ in. for tack.
O to 1 one-twelfth of breast.
Raise ½ in., and shape as shown.
Apply width of back, adding ½ in. for two seams.
Spring out on shoulder-end, and shape back shoulder.
Make E to F one-ninth of chest and ½ in., also make the width at back seye a similar measure.
PAGE'S SUIT.

PLATE II.
Rule a line to C, and shape sideseam, adding ⅜ in. of round at J.
Continue waist to 11 and 12.
Take out 1½ in. at F G, and make from ½ to L one-fourth of chest.
Make sidebody ⅜ in. narrower on waist line than at breast ditto, and take out ⅜ in. at H I.
From ⅓ to N half breast plus 3 inches.
Go back to M, the across chest and ⅜ in.
Sweep 5 from M by the front-shoulder measure less the back neck.
From N to ⅜ in. longer than above.
Sweep 4 from M by the over-shoulder measure less the distance from ⅓ to ⅔.
From ⅔ to ¾ mark ⅜ in. less than back shoulder.
Draw guide line to 9, which point is ½ in. up from M, and hollow the eye ⅜ in., as shown, and sinking the base ⅜ in. below the breast line, in order to produce extra ease in shoulder on account of the wool lining.
From 5 to 6 and 6 to 7 mark one-twelfth chest in each case. Add ⅛ in. for button-stand.
Measure up the waist and allow 3 inches over the half-waist at P.
In shaping the waist-seam drop 10 ⅛ in., and raise to line at side; drop again at R 1½ in. from Q.
Square down 3 inches always to S, and go out to T 1½ in., and draw through, adding ⅛ in. of round beyond, as shown.
Take out ⅛ in. at W and ⅛ in. at V.
The position of the flap is found by locating the back tack at 1 inch, from underarm-seam, and making U to V one-fourth of chest.
The dot and dash lines show the position of the leather gun patches.
Hair pockets are made from thickly rubbered cloth, so that they can be easily and quickly cleaned.
Space does not admit of us repeating the sleeve and vest system, and as these need only slight variations, a brief note is all that is necessary.
The sleeve is made easy at elbow, flat at the top, adding ⅛ in. at point 12, and the cuff is only made one-sixth of the chest.
At the latter part it is finished with two holes and buttons.
The vest, except that 2 inches is allowed over the breast and waist, and cut longer, with ample hip room, is similar to that shown by previous diagrams.

BREECHES.

Draw line O 4.
O to 1 one-sixth of seat.
From 1 to 2 one-twelfth seat; and from 2 to 3 one-twelfth seat and ⅛ in.
Square to J from 2, and to 6 from 1.
1 to 6 always 9 inches; and from 1 to 5 always 3 inches.
Open the legs to provide striding room by going down from 6 to 7 ½ inch.

Draw from 5 through 7 to 11.
Mark the lengths to knee, small, calf and ankle from 1, adding 1 inch to each measure, and square across as shown.
Measure to 12 one-fourth of knee, to 13 one-fourth of small, to 14 one-fourth of calf, and to 15 one-fourth of ankle.
Make 8 to 16 ⅛ inches, and draw to 19, which latter point is 2 inches from 11.
2 to Y ⅛ in. more than 2 to 3.
Measure side up from 19 to M, adding 1 inch.
Square J to M and I to L at 2 inches down.
I to L one-fourth waist and ⅛ in.
Round sideseam ⅛ in. outside O to 15.
Cut out the topside and fold up the surplus inch above knee, then lay it down ready for the backpart.

Mark out 1½ in. to 4, and make from 2 to ⅛ one-sixth of seat and 1 inch.
Rule through from 3 to S.
Add 1 inch at A B C and D, and make up the measure of knee, small and calf on outside, allowing 1 inch to each for seams.
Over the ankle add 2½ inches, which quantity will provide for six seams and a 1-inch vee.
Measure up seat and allow 4 inches over half measure, whilst only 1 inch will be necessary over the waist if no vee is desired.
Draw U from K through M, and raise ⅛ in. to T for ease at sideseam where marked by V.
Square T by * S, and raise ⅛ in. at R.
CONTINUATIONS. Dia. 7.

Both Livery and Gents' Breeches are often continued below the calf, sometimes as far as the ankle, the idea being that Breeches are worn with stockings, and Continuations with half-hose. These Continuations are mostly made from a thin material similar in colour to the Breeches, such as white flannel with buckskin or drab melton with drab kersey. The method of cutting these is as follows:

A B straight line.
A to C half the calf plus seams.
B D half bottom plus seams. A B is the length.
C D is the seam which goes up the back of the leg. These are cut without seams at leg, it being far preferable to have the seam up the back of the leg where the prominence of the calf exists.

From A to G and A to E are both \( \frac{3}{4} \) in. less than O B of the Breeches (Diagrams 3 and 4); H B being the same amount.

E to I and F to J are both 1 inch, or sufficient to form a button-stand.

GAMEKEEPERS' LEGGINGS. Dia. 8.

These leggings are made to fit the leg closely all the way down, so that they have to be hollowed a fair amount over the foot to get it to lie fairly smooth at that part.

The system for cutting these also forms the foundation for cutting the other styles, and is as follows:

Draw line A B, and mark off the length desired plus seams, if the material will not stand raw edge.
A to C is the distance from the top to the calf, usually 2 or 3 inches.
C to B divide into three equal parts, as at D E, and from these points square line across and mark off half the size of the leg at these respective stations, plus seams.

As a general rule D H is 1 inch less than C G, and E I is 2 inches less.

Add on \( \frac{3}{4} \) in. round at J, as shown, and reduce the top at F in the same way.

Hollow over the foot from B to U 1\( \frac{1}{2} \) in. to 2 inches.

To find the position of the buttons, take the Breeches and put the calf to the calf line, and place the centre line of the Breeches \( \frac{3}{2} \) in. inside the front line of the leggings, as illustrated from L to C.

K L is the centre line of Breeches.
A C is the centre line of leggings.

Mark O the position of the buttons, and as these buttons are kept straight down the side, make O A and P B equal.
The edge at S and T is about 1 inch beyond the line O P, so providing for a button-stand.
Q is as far from A as O is, which also applies to R, being as far from U as P is.
The usual number of buttons is seven, but this can hardly be looked upon as a regulation number.

In making, these leggings are generally lined through and the back-seam stitched on either side to keep the lining firm.

LIVERY LEGGINGS. Dia. 9.

This is a style of legging that is largely patronised for grooms, etc. They are made to imitate gaiters as far as possible, and although bearing a resemblance to gents' leggings, they are yet quite distinct from them. The backpart behind line A B is the same as Diagram 8; the chief difference is the extra size at bottom from J to U, which is made half width of bottom desired, plus seam, and the centre line gradually sprung out from C through D. The same method of adjusting the position of the buttons is followed as before described, though in this case the buttons are more forward. The centre line being hollow, these will require an amount of manipulation, such as stretching the edge of the button-hole side just above R, and shrinking it on the centre line in the same way as for trousers.

In making, these are finished in a very similar style to the gamekeeper's, though they are sometimes left unlined, the button-hole edge being faced with the same material.

A tab is sewn on, or else a slit left at the top of the calf-seam to allow them being fastened to the calf button of Breeches. The usual number of buttons is seven, though sometimes 8 are placed as arranged on Diagram 10.

LIVERY GAITERS. Dia. 10.

The part behind A B is the same as for Diagram 8, though they are sometimes left fuller between G and J, a little looseness at H I being looked upon as a virtue by some connoisseurs; in any case they should not fit too closely.

From J to U measures half the size of bottom desired, and draw line from U to E, E being one seam in front of line A, B.

The buttons of livery gaiters always run towards the heel, which feature is fully illustrated.

Q is as far from A as O is, and R is as far from the centre line D B as T is.

The half-tongue is illustrated by dot and dash line P F F E, and round by solid line U B and F.

These gaiters consist of three parts, viz., the half-tongue, E, T, P, B, U; the topsides, Q, F, J, U, R; and the small half O, F, J, P, plus the button-stand.

Gaiter-straps are placed as shown, not less than 3\( \frac{1}{2} \) inches from J, the buckle being placed on the inside of foot.

These leggings are generally faced all over the tongue part, and a facing put up the button-hole side, and if left raw edge, a narrow strip is put round the top to take the stitching. The seams over calf and tongue are stitched on either side to keep them firm. The regulation number of buttons is eight, seven marked at equal distances apart, and then one placed between the two top ones. The kind of buttons generally used are pearl gaiter buttons.

The material mostly used is either drab Devon or kersey, though we have made them from whipcord.
PLATE 13.
HUNTMAN'S FROCK COAT.

As will be seen from this diagram, the huntsman wears a single-breasted Frock Coat, buttoning five, with rather long and somewhat full skirts; the length generally comes to about the knee. The cuffs are finished with two holes and buttons, as shown on Diagram 26. It is lined through with woollen plaid in the body, and the skirts are faced all through with either the same cloth or one of a slightly thinner make of the same colour. The material used is the same as for gentlemen, i.e., either black melton or scarlet cloth, though the Duke of Beaufort's huntsman wears a coat made of green plush.

There is generally some distinction between the Huntsman's Coat and those worn by ordinary gentlemen: for instance, Baron Rothschild's huntsman has a coat of black melton in every respect as ordinary, but with a row of gold lace added to the outside edge of the collar.

These garments are sometimes made with a Persian collar, but the more general style is the collar and turn, as shown. A tab is put on the collar on the left side, made to turn round so that it can be made to fasten over a button on the right collar, or turn back and be fastened on the inside of the left collar free of the crease row.

THE CUTTING

Of this coat demands a little special attention. In the first place it should have more allowed for making up; 1½ or even 3 inches over the half chest measure will not be too much to allow between the centre seam of back and the breast line. A little extra size in the over-shoulder measure is also an advantage. The skirt should be full, and for this purpose come down from 3 to 5 inches from the waist to find the construction line of skirt, and when getting the front come down the same distance at the back from the hip button.

It will be noticed that the back is made somewhat heavier than usual, the back being cut 2½ inches at waist, which is quite in keeping with the coat generally.

The sleeve should be cut long and forward hanging, and it is the custom with some firms who do a big business in Hunting Frocks, to carry the forearm-seam well under, adding, say, 1½ in. to the topside sleeve at forearm, and taking it off the under; and in making up, this is lapped and double stitched, the object being to avoid a seam which might set as a gutter for the rain to run through.

The undersleeve should only be slightly hollowed.

The sleeves are made up with wind cuffs, or sleevelets. These are made about 5 or 6 inches long, and are cut the same size as the sleeves at bottom, from the same material as the sleeve lining, which is usually the same as the body lining of the coat; this is fastened to the sleeve, and a piece of elastic put round the bottom to prevent the wind and rain blowing up the open sleeve.

The sleeve lining is stitched round the sleevehead to the facing or seam, so as to keep it from getting clumsy.

THE POCKETS

Are a very important feature in a Hunting Coat. Pockets are placed in the placket, and are usually capped with mackintosh. Large skirt pockets are put in each skirt, with a mouth of about 12 inches wide, fastening up with two buttons. These generally come a little below the waist- seam, and are always lined with Mackintosh throughout. In addition to these there is an outside and an inside breast pocket, and a ticket pocket, which latter is generally put in the waist-seam, and has a flap to go in or out.

These pockets should be well stayed, and proper attention paid to the mackintosh covering, which material can be procured from any wholesale trimming house.

DETAILS OF MAKE

A ring or button, preferably the former, is put at the back neck point by the hanger, to fasten the hat-guard to. A saddle-strap is put at the back; this is a piece of cloth sewn inside the coat at the back to prevent the rain coming on to the saddle when the pleats open. In shape, it is something like a patch pocket, only wider at the bottom; it should be about 8 inches deep, and about the same width at the bottom, though it may be made a little narrower at the top. It must not be sewn lower down than 1 inch from the top, so as to be free. Some work a hole in the bottom of this to fasten it to the saddle, but this plan has many objections, so that it is generally preferred plain.

The edges of these garments, whether made from black or scarlet, are left raw and single stitched; this, however, is sometimes objected to on account of the white edge the scarlet cloth shows, in which case the edge would be made up in the ordinary way, and either stitched by machine or prick-stitched.

In sewing on the metal buttons with a Shank, it is advisable to sew through an extra piece of cloth on the surface, or a black mark will be made from the Shank of the button; the cloth can then be cut away after the button is on. The buttons used are generally metal, either livery crest, or fancy metal buttons specially made for this purpose.

Fine pipe clay or a piece of lemon will remove any ordinary soil that may be made in the course of making up.

As previously noted, these garments are frequently supplied two at a time, on account of their exposure to the weather.
LOUNGE FOR COACHMAN
AND GROOM.

For stable wear, the groom generally has a Lounge in preference to the Morning Coat; and as this is a garment largely used in nearly every sphere of life, we have no doubt our readers will find this diagram and the following explanation of general use.

In connection with stable clothes, it will be well for the tailor to make a note in his diary as to when the various servants’ livings fall due, and remind them. They appreciate the attention, and it frequently brings in an order for a suit at a time when trade is slack, and you are glad of it to keep your men going.

All that we have said with reference to the material and the plainness of the pattern and trimmings, applies equally to the Lounge as the Morning Coat, and similar features should be introduced as regards the style. It should not be cut away too smartly, nor, on the other hand, must it be made clumsy. The diagram gives a very good medium style in this respect. Then, as regards pockets, the ordinary hip and ticket pockets are put in with flaps, but the breast pocket is better put inside; by this we do not mean that it is positively forbidden to be put outside, but that it introduces a smartness that is inconsistent with livery details generally.

THE CUTTING. DIA. 31.

We will now proceed to place the system briefly before our readers, and in doing so we would remark that the system will work just as well for an ordinary Lounge as for one intended only for livery wear, the variations being mere matters of style than fit.

Draw lines O 24, O 29.

From O to 3¾ is one-third depth of seye plus ¼in.
O to 9 is depth of seye.
O to 17 is natural waist.
O to 29 is full length plus seams.

Draw lines at right angles to these points.

Hollow for back-seam ½in. at natural waist, and mark off on the various lines as follows:
O to 2⅛ one-sixth of the neck, or, failing that measure, one-twelfth of breast minus ¼in.

Come up ½in. from this point and shape back neck about 2 inches below point 3¼.

Mark off the width of the back as taken on the customer, plus two seams (½in.), and shape back seye and shoulder-seams of back as illustrated, slightly hollowing the shoulder-seam between W and ⅜.

From the back-seam on line 9 measure forward to 20 ⅞ the half-chest measure plus 2½ inches.

From 20 ⅞ measure back to 12 ¾ the across-chest measure, and having by this means found the front of seye, proceed to apply the front-shoulder measure taken as described previously.

The mode of using it is as follows: Deduct O 2½ of the back from the front-shoulder measure, and by the remainder sweep, using 12 ¾ as a pivot, and sweeping to get point F as illustrated by the dotted lines 12 ¾.

Now add 1 inch to this quantity and sweep again, but this time using point 20 ⅞ as the pivot, the sweeps crossing each other gives the proper position of the neck-point, F.

The next measure to apply is the over-shoulder measure, which is done as follows: First measure from the back-seam at 9 to W, as per dotted line; deduct this quantity from the over-shoulder, and by the remainder sweep, putting the one end of the tape at 12 ¾, but making a pivot ¼in. above, which is done by laying the tape down and putting the finger on it ¼in. above 12 ¾; the measure is by this means applied as taken.

The width of the shoulder, F D, is made ¼in. less than the back, and now the seye may be drafted. The seye should touch the line squared up from 12 ¾, ½in. up; it should touch line 9, 20 ⅞, ⅜in. back from 12 ¾, and the hollow should not be more than ¼in. from point 12 ¾. The back seye should be kept as close up as possible, and the forepart arranged so that when the side-seam is sewn it will not be necessary for the man to drop down the back before he can get a seam.

The placing of the side-seam comes next, and in this there is scope for a considerable amount of taste. In our own practice we usually make the back one-sixth of the breast, as from ⅜ to 6½, and square down from this point at right angles to line 17 to bottom of sideseam, running it upwards from this point into the seye in the style shown in diagram.

Suppress the waist 1 inch from 6½ to 7½, and draft sideseam of forepart as illustrated, letting the forepart overlap the back ½in., as shown.

Now take out the fish under the arm, if it is desired to fit closely; take out 1 inch, placing the back of the fish 3 inches from the sideseam at both chest and waist and letting it terminate about 4 inches below the waist line.

Now measure up the size of the waist, allowing the same amount over the waist measure as was allowed over the chest.

The breast line, or the meeting-edge-to-edge line will be the next to draw, and this is got by coming out from F to V the same as O 2¼ of the back, and drawing a line from V through 20 ⅞ and 21.

The gorge is drawn by coming down from V to 1 2½ to 3 inches, or about the same as V F.

It only remains to add on a button-stand of 1½in., and to draft the outline of the front; but in doing this it will be well to measure from 9 to 29 of the back, and make the bottom of front (A) ½in. more from line 20 ⅞ than the measure taken on the back.

The position of the pockets and the style of the lapel are clearly brought out in the diagram, so that if our readers follow these details they will not go far wrong.
LOUNGE OR STABLE JACKET FOR COACHMAN OR GROOM.

PLATE 15.
APPENDIX.

In arranging the matter and plates facing each other, it has been found difficult to get all that should be said on some of the subjects into the space available, and in order that these items should not be omitted from the work, we have arranged them under the above title.

PIPING THE SIDESMERM OF TROUSERS.

This operation requires a considerable amount of care. The first thing to do is to tear the strip of coloured cloth of the desired width, remembering that it must be double the width, allowing for the two seams and the width of piping desired; then baste it in level with the edge, and, after that, carefully baste the top and underside of it, when it is ready for basting, which should be done very regularly and not be less than \( \frac{1}{2} \) inch, and this can be easier and more correctly distributed by putting in a drawing-thread, drawing it in the necessary amount, and pressing the fulness away before the seams are sewn. This method is much better than the ordinary pulling on and shrinking after the seams are sewn, as it ensures the fulness being correctly located, as well as being nicely worked away.

The undersides should be pulled on over the centre in the same way. The knee, small and calf should be made up to button just to the measure, or a trifle less, as a tight-fitting knee is essential in all breeches. The buttons should be sewn on strongly, and a good neck given them to facilitate the buttoning. The calf button should be put just on the centre of calf; so that the buttons of Breeches and Gaiters will harmonise, and on one side, as for a raised

THE POSITION OF BRACE BUTTONS.

The front brace button should be \( \frac{1}{2} \) in. nearer the side-seam than halfway between fly and sideseam, and the other \( \frac{1}{2} \) in. nearer the sideseam. The back brace buttons should not be more than \( \frac{1}{2} \) in. from seatseam. The position of the fly buttons should be arranged so that the cage or fly just covers the seam of the catch.

THE POSITION OF STRAP BUTTONS.

To find the position of the strap buttons at the bottom of riding trousers, come in from centre line of topside of an inch, and mark on either side of that from \( \frac{1}{4} \) to 1 inches, or equal to half the distance from edge of heel on side to edge of heel on the leg, plus \( \frac{1}{2} \) in. This will find the position of the first strap button; the other one, if there is a second, would be placed in front of this.

Linea should be put inside the inlay, which should be firmly tacked through the outside, though the sewing on the buttons must not show through. As there is a considerable strain on these, they should be sewn on securely.

HINTS ON THE MAKING-UP OF BREECHES.

Making has so much to do with success in Breeches that we give a few hints on that important operation. The undersides should be carefully shrunk under the knee, and the topsides well pulled on at both side and leg seams at the same part; the amount of fulness should be less than \( \frac{1}{2} \) inch, and this can be easier and more correctly distributed by putting in a drawing-thread, drawing it in the necessary amount, and pressing the fulness away before the seams are sewn. This method is much better than the ordinary pulling on and shrinking after the seams are sewn, as it ensures the fulness being correctly located, as well as being nicely worked away.

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Scale of average measures to be used when the measures cannot be taken direct on the customer.

show two buttons above the top of the Gaiters. The tack is placed 1 inch below the knee, and the top button 1 inch below the tack. If strapping is put on the leg-seams, it is placed about \( \frac{1}{4} \) or 3 inches on either side of the leg-seam, and usually extends to half-way up from knee to fork, occasionally higher.

TAKING THE MEASURES.

We have fully described how to take the measures for the various garments in other parts of "The Cutter's Practical Guide," but in order to make such part complete in itself, we will briefly explain the mode of measuring.

For coats and vests we advocate four extra measures being taken beyond those usually adopted, viz., depth of scye, across-chest, front shoulder, and over-shoulder.

To take the depth, put the tape over the neck and pass it down the front of each arm, and take it back
under the bottom of armpit to the centre of back, Fig. 5, see mark B, taking care that the tape is taken across back in a line parallel with the floor. This may also be obtained by putting a square up to the bottom of the armpit, and when quite level making a mark on back and front, and then making another mark on centre of back, quite level with the one made at back of arm.

The depth of seye measure is then taken from the nape of neck or collar-seam to this point.

The across-chest measure is taken from the front of one seye to the front of the other, taking the measure about the middle of arm at top, from E to E, Fig. 1.

The front shoulder measure is taken from the nape of the neck at the back to the level of the bottom of the armpit, as shown on Figs. 5 and 6.

sired, the across-chest measure, the front shoulder and the over-shoulder.

The depth of seye equals one-fourth breast.
The across-chest equals one-fourth breast minus 1 in.
The front shoulder equals one-third breast plus 3/4 in.
The over-shoulder equals half breast minus 1 inch.

This for the proportionate figure of medium size.
The annexed scale gives the average measures from 24 to 50 breast.

Variations in the location of the sideseam are often made in vests, and the principle involved is to take from the one part and add the same amount to the other. Thus, if the material is short and you find it necessary to cut the forepart 1 inch narrower than usual, all that is necessary is to add on 1 inch to the sideseam of the back, and in this way making up on the one part what is lost on the other.

THE PATROL JACKET.

In reviewing the preceding pages we find we have not included the Patrol Jacket in the diagrams; and as it is used for many of the smarter-fitting liversies, we now give it a place.

The commissionaire, the rank attendant and the hotel porter are often dressed in this style of livery, or an adaptation of it.

Special Features: Whole back, cut narrow; side-body and forepart sideseam usually finished with slit at bottom; stand or panteen collar; fronts fastened with hooks and eyes, but this feature is sometimes varied by the addition of a button-stand. Length, 28 to 30 inches for a fit. Sin. figure. Shoulder-seams placed high.
THE SYSTEM.

Square line O 27½ to the length plus one seam.
0 to 5 half depth of seye and $\frac{1}{2}$in.
0 to 9 depth of seye.
O to 17 natural waist plus $\frac{1}{4}$in.
Square out in each case.
O to $2\frac{1}{2}$ one-third of neck. Raise $\frac{1}{2}$in.
Apply width of back at 7.
Square up to 4 onetwelfth breast plus 1 inch, and
mark out 1 inch.
From 9 to $20\frac{1}{2}$ mark half chest and $2\frac{1}{4}$ inches.
$20\frac{1}{2}$ to 12 the across chest measure.
Sweep C from 12 by the front-shoulder measure less
the back neck.
Sweep B from 12 by the over-shoulder measure less
A to 9.

THE COLLAR.

0 to 8½ $\frac{1}{2}$in. more than half neck.
Raise front 1 inch as 8½.
Make height 2 inches at back and front, and slope
front off slightly.

These garments were at one time used a good deal in
the Army, but during recent years they have been re-
placed by the looser-fitting Frock. They lend them-
sew themselves to ornamentation, the edges being usually flat-
braided, and the fronts are often trimmed with four or
five rows of braid, in which case the pocket mouth is
also braided.

HOTEL AND BANK PORTERS' UNIFORMS.

The liveries worn by hotel, bank and business house
porters vary considerably, and the accompanying selec-
tion will serve to illustrate their varied forms.

THE JACKET STYLE.

This may either be a S.B. Jacket with neat collar and
turn, but with the collar and cuffs trimmed with gold
lace, and the fronts fastened with gilt buttons; or it
may be of the Patrol Jacket style, after the pattern of
the commissaire's uniform.

THE COATEE.

The Coatee pattern is cut very similar in style to the
Footman's Coatee, but a little heavier in the fronts.
The collar and cuffs are trimmed with gold lace.

THE D.B. OPEN FROCK.

This is a very popular style, and is cut as an ordinary
D.B. Frock, with rather heavy fronts. The material
used is generally a refine, and the collar and cuffs are
trimmed with gold lace, which is also used on the edge
of the vest.

THE MILITARY FROCK.

This is a coat which partakes more of the military
style, the fronts fastening up to the neck, where it is
finished with a stand collar. The buttons are put on
in a curve, and the gold lace is often omitted; this,
however, is a matter of taste.

THE FROCK OVERCOAT

Is a good deal used by the theatre and music hall mana-
gers for their porters. It is often finished with a turn,
and the collar and cuffs trimmed with gold lace. A
black leather belt is sometimes, but not always, worn.
TheSac Overcoat is an alternative style that is very
popular. It is made longer and fuller than the Frock,
and is often finished at the back with a half-belt. The
collar and cuffs are always trimmed with gold lace, and
the name of the firm or establishment embroidered on the
collar. The buttons are gilt, and have the crest or an
initial embossed on it.

The cutting of these is sufficiently explained on the
diagrams given on the preceding pages, so that it is not
necessary to illustrate them further.
COCKADES.

Everyone who has walked much about the West End of London of late years must have noticed how very much more frequently cockades are worn by servants than formerly.

And if you ask any of your friends who is and who is not entitled to the distinction, you will probably be surprised and amused at the extraordinary diversity of reasons which will be given you for the practice. (There is some little excuse for this, because there is nowhere any authoritative ruling on the subject, and the College of Arms is silent). The truth is, the matter is entirely one of usage, but has certainly, however, become more or less a social law, and, as such, well understood in society.

It will therefore be interesting and useful to refer to the origin of the custom. Cockades were first worn in England in the first quarter of the 18th century. The black cockade, now universally used here, was the Hanoverian badge, and was adopted in contradistinction to the white cockade of the House of Stuart, by all officers of the Army and Navy in the direct service of the Crown; their servants wore them also, to show that, though not in uniform, they were soldiers and sailors; and, as time went on, the private servants of officers in the two services adopted them. To these may be added all members of the Royal households, and the Diplomatic Corps; until comparatively late times no one else would have ventured to transgress the bounds of good taste by assuming a distinction to which they had obviously no sort of claim. Thus a rule may be well deduced that none but the servants of those who hold military commissions can have any right.

For example, the servants of Privy Councillors, Judges and Magistrates have never worn them; but those of Deputy-Lieutenants do, as holding a quasi-military appointment.

Cockades are of three sorts, viz.:

1. The Royal Cockade, which is quite round, and made of flexible leather. This is used only by members of the Royal Family, and by some others who claim a Royal descent, such as the Duke of Buccleuch, etc.

2. The Military Cockade.—This is oval, made of stiff leather, and ornamented with a fan or comb. Worn by servants of officers of the Army or Navy, Lord-Lieutenants, and Deputy-Lieutenants.

3. The Naval or Civil Cockade.—The same as the last, but without the fan. Worn by servants of Naval Officers, the Diplomatic Corps, and now, by custom, by Ministers of the Crown and certain high officials, such as the Clerk to the Parliaments, the Black Rod, Sergeant-at-Arms, etc.

It cannot be too clearly understood that a cockade is in no sense a national badge, but simply the mark of a profession.

An attempt has been made to show what are the grounds or foundation upon which the custom rests; but apparently many people consider them merely as a fashionable adjunct to a smart livery; to these this article may be of interest.

The Cockade is fixed to the left side of the silk hat by means of a black hairpin, which is carried through the side of the hat and fixed round a cork on the inside. It is arranged so that the fan just appears above the crown.

COACH GUARD.

The livery for the guard of a coach is shown on the accompanying photograph, and from it may be gathered that the coat is of the single-breasted Frock style, having large pointed flaps on the hips with pockets underneath. The cuffs are slashed at the forearm, and the collar is notched. The fronts are trimmed with five bars of gold lace, which is also used to edge the collar, the flaps and the cuffs.

This is an excellent example of the old-fashioned style of liveries. The rosette on the front is a special decoration for a special occasion, and really forms no part of the livery. The fronts fasten with buttons, but, owing to these being the same colour as the lace on the fronts, they do not show.

This particular coat was made of scarlet cloth with yellow cuffs, collar and flaps. The breeches were of tweed, with brown leather leggings and boots, whilst the hat was of beaver.

Coach Guard's Uniform.
THE TOWN CRIER'S LIVERY.

The bell-man, or town crier, is sometimes provided with a suit of livery by his Council. This usually takes the form of a single-breasted Frock Suit of grey or drab tweed, with collar and cuffs of scarlet cloth. The buttons are gilt, and usually have the town crest on them. The hat is of silk, with gold braid and binding.

The cutting of the coat is on the same lines as for hand figure is cut in the Jacket style, finished with a roll collar and pointed cuffs, which are covered with scarlet cloth. The fronts are trimmed with braid, which is also used on the pocket mouths.

THE DOGGETT LIVERY.

This is a special style of livery which accompanies a prize contested for by the Thames boatmen. The


that of the coachman's, and the trousers are of the ordinary type, opened about ½ in. in the legs.

RINK LIVERIES.

We show two styles of rink attendants' liveries. The left-hand figure is cut in the Patrol Jacket style, and finished with braided edges and fronts; whilst the right-
breeches are moderately close-fitting, and button at the side of the knee. The coat fits closely in the body, but has very full skirts. The front buttons to the throat, and the neck is finished with a stand collar, with a button on each end. The sleeves are made wide, and have a slash of the same cloth on the topside decorated with five buttons. On the top of the sleeve is a small epaulette.
SLEEVE VESTS.

The sleeve vest requires a closer scye than an ordinary vest, and a sleeve with plenty of provision for the lifting of arm which means no hollowing of the underside. It should be reduced in size at both elbow and cuff, as compared with the coat sleeve, the size of the elbow being reduced at the forearm, and the cuff at the hindarm. The sleeve-head is kept flat, but there must be plenty of size in it.

THE BACK. Diagram 1.

Draw line O 17.
O to 9 depth of scye.
O to 17 natural waist length.
From 17 mark in 1½.
Draw back seam from O through ½ and 1½ as shown.
Draw lines at right angles to O, 9 and 17.
O to 2½ one-twelfth breast less ½ inch.
Mark up ½ and shape back neck.
Sweep from O to 6, using point ½ as a pivot.
Make the width of shoulder from ⅛ to 6, one-sixth of the breast.
Hollow shoulder one-eighth as shown.
⅛ to H one-fourth breast plus ⅛ to 1 inch.
⅛ to I one-fourth waist plus ⅛ to 1.
Complete back by these points.

THE FOREPART. Diagram 2.

H to F one-fourth breast plus ½ to 1 inch.
K to G the across chest measure less ⅛ inch or one-fourth breast less ⅛ inches.
Sweep from G by ⅛ inch less than the front shoulder measure, less the width of back neck.
Sweep from F by ⅛ inch more than this quantity.
Where segments cross locates neck.
Sweep from G by ⅛ inch less than over-shoulder measure less ⅛ A of the back.
Make C B a trifle less than ⅛ 6 of the back.
C D and D E one-twelfth breast less ⅛ inch.
I J one inch.
From J measure forward one-fourth waist plus ½ inch.
Measure off length to opening plus ⅛ inch, from O to and C to breast line above N.
Measure off the full length to K plus ½ inch.
Square across from K and shorten at side 1½ inch.
Add on ½ to ⅞ inch of button-stand beyond breast line and complete as shown.

THE SLEEVE. Diagram 3.

Draw line O 25.
O to 5 the same as from line drawn down from back scye at 9 to G.
O to ⅞ three-quarters of an inch.
Locate pitches as follows: Back pitch ⅛ inches below the shoulder-seam; front pitch ⅛ inch up from level of bottom of scye.

O to 9 size of top scye between the two pitches where the shoulder seams are put in a closing position.
Measure off length to elbow and cuff.
Hollow elbow at forearm 2 inches.
Make width of elbow about ⅛ inch more than one-sixth breast; cuff ⅛ inch less than one-sixth.
For the underside measure round the bottom of the scye between the two pitches and apply from 5 to 7
Shape underside sleeve as shown, or even keep it straighter than shown.

HINTS ON MAKING.

The back is sometimes made longer, as per dot and dash line M L.
The buckle and strap should go right into the sideseam. A slit should be left at bottom of sideseam. The sleeve is generally made up with the lining and outside sewn together at the seams. The cuff is finished with one hole and button.
The pockets should be of strong material, and may either be put in with welts or flaps.
Many coachmen have their vests made with sleeves.
The great feature in them all is, avoid a deep scye; give plenty of sleeve; let the sleeve-head be flat, and the underside not hollow at all at top.
List of New & Standard Works on Cutting
PRACTICAL TAILORING, &c.

<table>
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Price paid for clerical garments,
Taking the order
Peculiarities of clerical figures
Canons of the Church of England
Diagrams of trousers for clergymen
Miniature page of clerical garments
Historical notes
What is a clergyman?
Modern clerical coat
Symbolism
Clerical conservatism
Anecdote of Dr. Tait
" Dean Church
Bishops' robes
The Salvation Army dress
Clerical trousers
The normal clerical trousers
The undersides
Variation from the normal
Trousers for corpulent clerical figures
Diagrams of corpulent clerical trousers
Illustrations of clerical vests
Bishop's apron
Trousers for corpulent men
Variations
Horseshoe folds
Expansion around the seat
Clerical knickers
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Clerical g. isitters
... vests
Our method of measuring
Diagrams of breeches
... bishop's breeches
... gaiters
Illustration of clerical Norfolk
... ... Inverness
Diagram, system for back of vest
Diagram of S.B. no collar vest
The stand collar vest
Cassock vest
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No collar vest
Clerical coats
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The dalmatic's dress coat
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Norfolk jacket
Roman Catholic priest's garments
Illustration of priest's frock coat
Neck section of vest

Diagram of Roman Catholic's clerical frock coat
Diagram of clerical dress coat
Diagram of corpulent D.B. frock
Diagram of bishop's apron
Illustrations of clerical frock and bishop's evening dress
Neck section of coat
Clerical frock, neck, collar, and shoulder puts
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The skirt
Anglican clerical frock coat
Stand collar
The stand and fall collar
Corpulence
Disproportion
Corpulent clerical frock coat
Illustration of a figure of clerical dress
The sleeve system
Army chaplain's dress
Volunteer chaplain's dress
Dress of chaplains in the Navy
Norfolk jacket in various styles
Price list of clerical robes and other garments

ROBES, GOWNS, &c.

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Taking the order
Clerical Chesterfield
The sleeve
Location of seams
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Clerical caped overgarment
Cape system
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Priest's cloak
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The cassock (French soutane)
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Materials for cassocks
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The plain surplice
The cotta
Boy's cotta
Hoods and gowns
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Cambridge B.A. hood
Other Cambridge hoods
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The B.D. hood
The L.L.D. hood
The M.D. hood
The Mus. B. and Mus. D. hoods
Oxford hoods
M.A. and B.A. hoods, Oxford
Other Oxford hoods
The B.D. and D.D. hoods
The B.C.L., the M.B., and the Mus. B.
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The Dublin hoods
The B.A. hood
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The L.L.D. and L.L.D. and M.B.
The M.B. and Mus. D.
The dalmatic
The chasuble
The amice
The soprano
Monastic habits
The scapula
The collar
Clerical robes
Verger's gown
The Doctor's scarlet hood
Rood and tippet combination
The hood
University gowns
Oxford scholar's gown
Oxford B.A. and M.A. gowns
Theological gowns
Gowns and hoods
The solicitor's gown
The literate's hood
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<table>
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<tr>
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LADIES' GARMENTS.

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<td>F.F. Ulster, Semi-sac</td>
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<td>Apron Train</td>
<td>22 to 25</td>
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<td>Ride Astride Train</td>
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BOY'S GARMENTS.

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<td>Knickers</td>
<td>25 0  31 seat 6d.</td>
<td>7d.</td>
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<th>FOR CUTTING, FITTING, &amp;c.</th>
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Overgarments, Equestrienne & Sporting Outfits.

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The New Measure.
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Drafting the Patterns.
The Lengths.
The Widths.
The Outline.
The Front Shoulder.
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Curved Seam Bodice System.
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Close-fitting Jacket System.
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Ditto Breeches.
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