

A glimpse of the gathering vats.



Making prints and rolls.

Making Oleomargarine Respectable

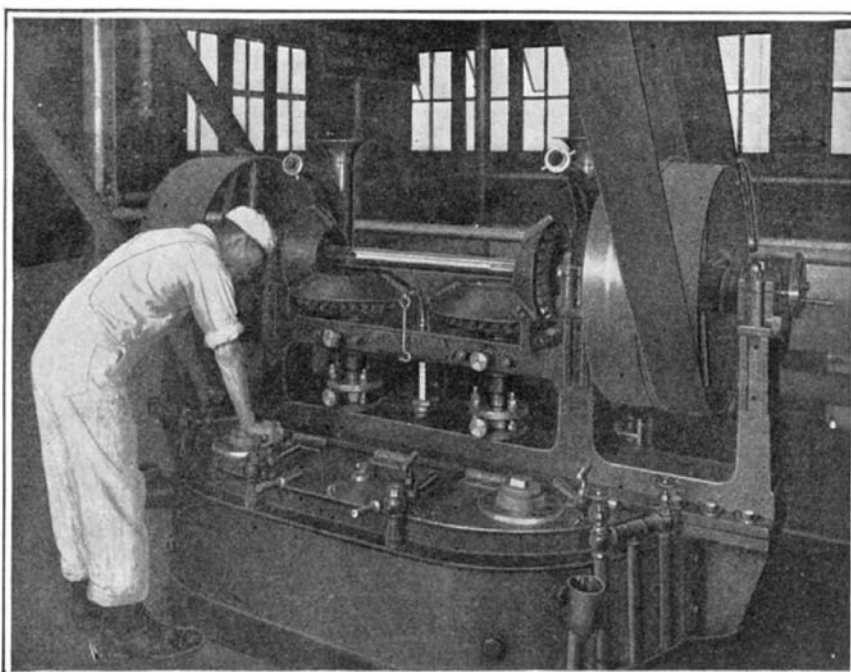
How the Fat of Cattle and Hogs is Converted into a Butter Substitute

By William Atherton Du Puy

BOTH the legislative and the executive branches of the Government have been, for two years past, laboring industriously to find out just what a certain food product, oleomargarine by name, is composed of and what is its position in that galaxy of respectable foodstuffs which come regularly to the tables of all the people. A heightened interest in this search, after the truth has been occasioned by the tendency of butter to climb to prices the height of which have never before been equalled. After exhaustive investigations by various agencies of the government a conclusion has been reached and Congress is just now in the act of putting through legislation that will have the effect of stabilizing the oleomargarine industry and putting it upon the basis of its own merit.

The first agency of the Government that has been strongly interested in oleomargarine is the Internal Revenue Bureau. This bureau has had charge of the work of enforcing a tax upon this product. In order that the tax might be enforced it has been necessary that the agents of the Internal Revenue Bureau follow oleomargarine carefully from the factory to the consumer. In doing this the agents of this bureau have learned a great deal about oleomargarine. In the first place they have learned what are the materials that go to make up this product as it is found on the market. The Internal Revenue Bureau has taken a great number of tested samples and has struck an average upon them, and this average may be taken as the typical oleomargarine of this country.

The material which appears in the largest percentages is the so-called oleo oil. This oleo oil is a product of the packing house and is secured by refining the fats of animals, principally cattle, but also to a large



An oleomargarine churn.

extent hogs. The fats used in this connection are largely the purer inside fats. Of this oleo oil the average package of oleomargarine contains 34.29 per cent. The next ingredient in importance because of the percentage of its presence is milk. Milk finds its way into oleomargarine in the process of its manufacture. Oleomargarine is churned in milk in order that it may acquire the peculiar constituency of butter. Butter is put together in a peculiar way. It consists of a very large number of tiny globules of fat. These globules are inclosed in minute sacks. It gets into this peculiar condition in the process of churning. It

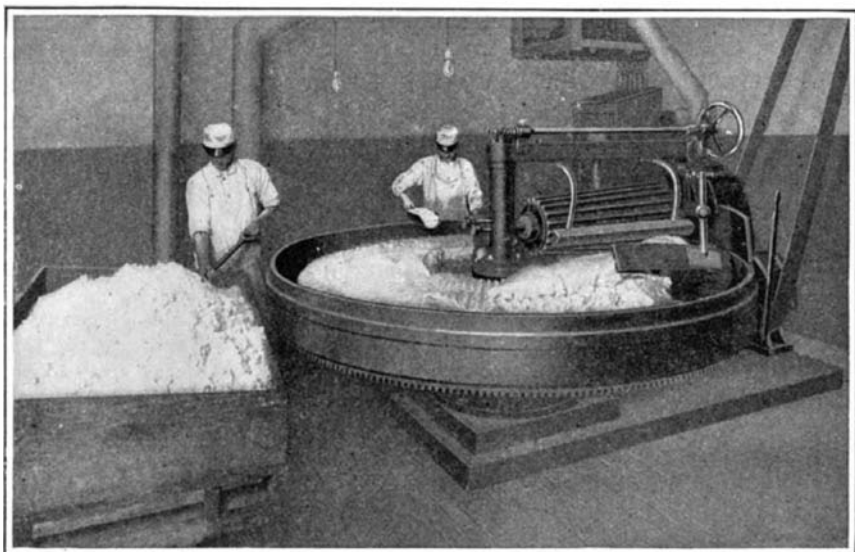
is because of this physical arrangement of globules that butter is so well adapted to the purpose of spreading on bread.

When the various oils that go into the manufacture of oleomargarine are put into the great churns of one of the factories that turn out this product those fats are so shaken about and admixed with the milk that they acquire this same physical arrangement of globules that is peculiar to butter. There is the little sack of fat with the enclosing walls. These walls in oleomargarine globules are somewhat thicker than in the case of butter. This gives oleomargarine a slightly higher percentage of the material that goes into sack making than has butter and a slightly lower percentage of fats. This percentage is in the proportion of 100 to 102, these being the relative food values of butter and oleomargarine.

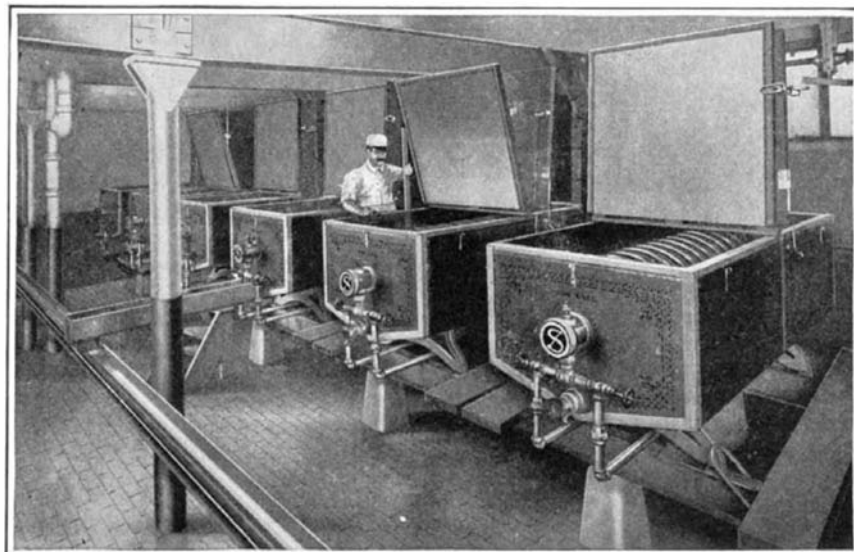
In this churning process the oleo oils take up 20.09 per cent of the milk constituents. The next largest constituent of oleomargarine is what is known as neutral. This is also an animal fat very similar to the so-called oleo oils. Of this neutral 16.27 per cent enters the average package of oleomargarine. Next to this in importance is cotton seed oil, which finds its way into this food product to the amount of 14.36 per cent. Salt appears to the extent of 7.33, cream 3.09 per cent, and butter to the extent of 2.98 per cent. There are small traces of *stearin*, peanut oil, and sesame oil, these latter being merely incidental as are traces of glucose and eggs.

So has the Internal Revenue Office determined just what is the constituency of oleomargarine. Another Government bureau that has much to do with this product is the meat inspection division of the Bureau

(Continued on page 203.)



Machine for working oleomargarine.



A battery of cream ripeners.

THE MANUFACTURE OF OLEOMARGARINE

many papers presented, almost every one had a direct bearing on the relations of technical education to successful business. It is worth while to quote what a few of these experts had to say. "It is for these reasons," said H. E. Smith, chief chemist of the Lake Shore and Michigan Railway, "that the broad and comprehensive training offered by the Institute of Technology is especially adapted to fit men to take up scientific work for the modern railway." Willis R. Whitney, director of the General Electric Company's research laboratory of Schenectady, upheld most vigorously the thesis that research is a financial asset. He gave many concrete examples of the principle, noting that as late as 1906 there were used annually in his manufactures 30,000 drilled soapstone plates at \$1.10 each. Experiments by skilled men on substitutes reduced the cost to below 30 cents each, a saving in this one item of about eighty per cent. Mr. Whitney instanced a large establishment, some of the details of which he knew, and here about \$800,000 is saved each year over former costs through the agency of a chemical laboratory, the whole expense for which is only thirty-seven per cent of the saving. Tracy Lyon of the Westinghouse Electric Company said at the same congress, "Of the greatest importance to the industries of today is the scientific education of young men to fill their ranks." Theodore W. Robinson, of the Illinois Steel Company, expresses the opinion that "a training that is either too cultural or too specialized does not harmonize with present requirements."

From all this testimony it is very evident that business has to-day entered into a technical era, where young men trained in efficient schools are watching the processes, determining quality and economy of work and nosing out improvements through their mathematics, chemistry and other scientific attainments. The call for the future will be increasingly stronger and the field continually enlarging. The young man of to-day should fit himself with broad foundations that ought to include not only mathematics, but some literature, history, a foreign language or two, and some knowledge of the essentials of business forms, and on this build his superstructure of special attainment. Such men are needed by the commercial world.

Making Oleomargarine Respectable (Concluded from page 192.)

of Animal Industry of the Department of Agriculture. It is the duty of this division to see to it that no unhealthy or impure substances reach the people through the packing houses. The animal fats that go into oleomargarine are packing house products and must therefore be carefully inspected and known to be pure before being passed. So has the government a check upon the materials that go into oleomargarine and so does it pass upon the final product before it is allowed to find its way to the market. This gives the public the government's assurance of the wholesomeness of this substitute butter.

The Bureau of Chemistry in its investigation of foods and its enforcement of the pure food law is likewise interested in oleomargarine. Dr. Harvey W. Wiley of that bureau gives this product a clean bill of health and states that its food value is very nearly the same as that of butter.

The final governmental agency that has had its fling at oleomargarine is the Committee on Agriculture of the House of Representatives. Oleomargarine occupies a very peculiar position in the eyes of the law. It is the only food product that originates in the United States that is subjected to a tax. The only other products so taxed are liquors and tobaccos, both luxuries. All the authorities agree that oleomargarine is a perfectly good food product serving an unquestioned purpose yet singled out of all industries as the bearer of an internal revenue tax.

Oleomargarine is taxed to-day because of a bad reputation that it gained in the early history of the industry. When its manufacture was first begun it was surreptitious and the ultimate product paraded brazenly as butter. There being no supervision over this early manufacture and its being conducted by men who openly practised deception, a great antagonism for it was early created. Much of this antagonism was probably justified. It was in those early days that oleomargarine came to be known as "bull butter," "table lard," and "axle grease." All producers of *bona fide* butter naturally

arrayed themselves to combat this counterfeit. It was to discourage this counterfeiting of butter that a tax was first placed on oleomargarine. This tax was two cents a pound and remained in effect until about a decade ago, when it was repealed and a new law passed in its stead.

This new law had as its purpose the prevention of the use of coloring matter in oleomargarine and therefore the prevention of its masquerading as butter. This law placed a tax of ten cents a pound on colored oleomargarine and one-fourth of one cent per pound on the uncolored. The men who framed the law expected it to result in oleomargarine reaching the market only in the uncolored form and therefore selling for what it really was. As a matter of fact the result attained was entirely different. Instead of causing the product of the factory to reach the market in its original white condition it converted the dealers of the nation into a class of men who were so sorely tempted that a large per cent of them became moonshiners.

The addition of a capsule of coloring matter to a tub of this white oleomargarine added nine and three-fourths cents in value to each pound in the tub. It did even more than this because, by practising a bit of deception, the dealer was enabled to sell this colored oleomargarine for butter at an advance of probably twenty cents a pound. The law required him to sell his oleomargarine from a tub on which the contents were plainly marked, but the tub often sat under the counter where the customer had little opportunity to note the manner of its labeling.

The method most ordinarily applied by a dealer was this: He would buy twenty tubs of oleomargarine, one tub of which was colored and had paid the ten-cent tax and the other tubs of the white product which bore the smaller tax. He would sell out of the colored tub. When it became almost empty he would administer his capsule of coloring matter to one of the other tubs and replenish the tub that bore the proper government label. So might the process be continued until all the twenty tubs had been sold out at the advanced price or as butter. If a government detective watched this man and found him actually coloring the product he might not be arrested because the law allows a man to color oleomargarine for his own use and the dealer might make this claim. It was shown to be next to impossible to bring into court evidence that would prove that a man had colored a given tub of oleomargarine and had sold that identical oleomargarine over his counter. The Internal Revenue Office informed Congress that its law was impossible of enforcement. It also told the legislative branch of the government that its law was converting the mass of the small dealers of the nation into violators of the statutes. It asked that the present law be repealed and that it be given a new statute that was enforceable.

Congress has spent two years in investigating the virtues of oleomargarine as compared with butter and attempting to determine what should be the nature of a substitute law. Representative John Lamb of Virginia is chairman of the House Committee on Agriculture which has charge of the oleomargarine investigation. Representative A. F. Lever of South Carolina is the chairman of a sub-committee which is drafting a report upon this matter. Both the committee and the sub-committee have reached the conclusion that oleomargarine is a first class food and that the American people should be given every opportunity of purchasing it upon the basis of its own merit. They are determined that it shall not be sold as butter but have no objection to its being made to resemble butter in every respect, including color. They are going to insist that the manufacturer of oleomargarine put it up in packages ranging from half a pound to five pounds and that those packages bear the government seal which must not be broken until the product reaches the ultimate consumer. Just this thing happens in the matter of all tobacco used in this country. The members of the committee believe that oleomargarine, being the product of one home industry, should not be taxed for the protection of any other competing industry. They believe that its sale as oleomargarine will be of benefit to the country as a whole and particularly to the great mass of working people to whom the high price of butter makes its use almost prohibitive. But these men are in-

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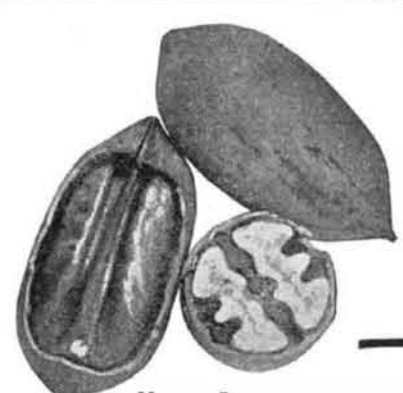
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clined to compromise and place a tax of one or two cents a pound on this product. Oleomargarine was invented by a Frenchman residing in Paris in 1870. His name was Mege-Mouries and the objects of his early experiments were to produce a substitute for butter that was much cheaper and better in that it was within the reach of the masses. Mege-Mouries succeeded in making a product that was not greatly different from the oleomargarine of to-day and which was made in a similar, though, of course, much cruder way. He began with beef fat as a basis of his product and heated this with water, allowing it to cool slowly that much of the stearin and palmitin might crystallize out of it. Thus he made an oleo oil that was very similar to the oleo oil that is in use to-day. He did not use, however, the leaf lard to produce "neutral" which is largely used in oleomargarine to-day. Neither did his product contain cottonseed oil nor many of the other oils that are likely to appear as the product is now made. He did, however, churn his oleo oil in milk in order to give it the consistency and flavor of butter.

Oleomargarine found a ready market in France and throughout Europe. In those countries where the population is condensed and where the poorer classes are large and are not able to buy butter, oleomargarine found a ready sale. Its manufacture soon spread throughout Europe. It is claimed for it that many thousands of peasant children in Europe who were suffering from rickets because of a lack of animal matter in their food, soon found their physical condition greatly improved because of oleomargarine.

All the countries of Europe are now great consumers of this imitation butter. Holland has become its greatest manufacturer. There is a single factory in Rotterdam which produces as much oleomargarine as does the whole of the United States. London is a vast consumer of this Holland-made oleomargarine. It enters into the commerce of the world and is shipped to almost all the ports reached by the great trading ships. While the United States cuts little figure in the oleomargarine trade of the world, it may claim some prominence as a manufacturer of the animal oils that go into the product. Great quantities of these animal oils of the packing houses are each year shipped abroad, going very largely to Holland.

The International Congress of Navigation

THE Twelfth International Congress of Navigation will convene in Philadelphia May 23d next. Its sessions will be opened with a formal address by President Taft, head patron of the congress, followed by a reception to the delegates of foreign nations and distinguished foreign engineers who will attend.

This is the first International Navigation Congress since that in St. Petersburg in 1908, and the first to be held in America. Previous congresses have been conducted at intervals of about four years since 1885, in Belgium, Holland, England, Germany, Italy, France and Austria.

The purposes of these congresses, broadly speaking, are to further the progress of work in the interest of navigation. Their success and growing importance are evidenced by the rapid growth in membership and the respect in which their publications are held. The permanent association which conducts the congresses now includes thirty-five nations in its membership, as well as thousands of the foremost engineers and navigation authorities of the world. Its headquarters are in Brussels, and it is governed by a commission composed of delegates from the various countries holding membership.

The twelfth congress, to be held in Philadelphia, comes to America at the invitation of the United States Government, which has made an appropriation of \$50,000 toward its expenses. A like amount will be given by the city of Philadelphia, and the State of Pennsylvania has granted \$25,000. Appropriations will also be made probably by the city of Pittsburgh and the State of New York for the entertainment of foreign delegates on excursions to be conducted after the close of the congress in June.

Owing to the rapid increase in the number of navigation problems the congress at Philadelphia will have greater importance than any of its predecessors. This is indicated not only by the comprehensive nature of the programme and the brilliant array of expert writers who will

contribute papers, but more markedly by the large attendance of foreign engineers and navigation authorities. Many hundreds will come from Europe in addition to the official delegates. South America will send a considerable delegation and others will come from Japan and Australia.

The proceedings of the congress at Philadelphia will be divided into two sections, one on inland waterways and the other on ocean navigation. Some of the important subjects to be discussed are the equipment of ports with mechanical facilities for freight handling, the most economical and profitable dimensions for large canals, the proper dimensions for ship canals such as those of Panama, Suez and the Kaiser Wilhelm Canal in Germany; the probable dimensions of ocean steamships of the future (on which depends largely the size of docks and canals planned now) the control and improvement of navigable rivers; the use of concrete for constructing sea walls, retaining walls, docks, canal locks, piers, etc., means for docking and repairing, etc.

Many of these subjects, particularly those relating to barge canals, river and harbor improvements, port facilities and means for docking and repairing vessels, are of vital importance in this country at present, and the discussions at this congress will be of great value.

Progress in each of these subjects will be reported by an authority from each of the principal countries, followed by papers and discussion of a more general nature.

Arrangements for the congress are in the hands of two organizing commissions, general and local. The general commission is composed of representatives of the United States Government on the permanent international commission. Its executive committee consists of Brigadier-General C. W. Raymond, U. S. A., retired; J. Hampton Moore, Congressman from Pennsylvania, and Lieutenant-Colonel J. C. Sanford of the U. S. Engineer Corps, who is the general secretary of the congress. The local organizing commission is headed by Congressman Moore, who is president of the Atlantic Deeper Waterways Association, and one of the most active advocates of improved waterways in this country. Other members include Mayor Blankenburg, E. T. Stotesbury and many others of Philadelphia's leading citizens. Elaborate arrangements are being made for the entertainment of visiting delegates.

After the close of the congress excursions of foreign delegates and visitors to view some of the more important navigation works in this country will be officially conducted. Some of the places to be visited will be the Cape Cod Ship Canal, New York Harbor, the New York Barge Canal, the Great Lakes, with their numerous ports and canals, Chicago, Pittsburgh, Baltimore and Washington and the Isthmus of Panama.

The Heavens in March

(Concluded from page 198)

when near the horizon, by about half a degree. When the Sun's center would theoretically just be rising, therefore, we actually see the whole Sun clear of the horizon by half the diameter; and the first glimpse of the Sun is seen four minutes earlier. This process reverses itself at sunset; consequently the actual day is lengthened by four minutes at each end, and the night correspondingly shortened. This may account for the fact, which puzzles some thoughtful people, that on the day of the equinox, the almanacs give the day fully a quarter of an hour longer than the night, while the day and night are of equal length three days previously.

Another question that naturally arises is, Why does the equinox fall this year on March 20th instead of the 21st? The answer to this is simple. The real interval between successive passages of the Sun through the equinox is 365 days, 5 hours, and 49 minutes; so, as everyone knows, we have to put in a leap year every four years to keep the Sun and the calendar together. In ordinary cases the Sun's equinoctial passage comes about six hours later in each calendar year than in the last; but when the 29th of February has intervened, and the calendar year is a day longer than usual, it comes about 18 hours earlier by the calendar date. This is what has happened this time. Though last year's equinox



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