

Livestock Sanitary Commissioner's Office, correspondence, 1926-1929

Section 61, Pages 1801 - 1830

This collection contains correspondence regarding indemnities for cattle killed by tuberculosis, concerns over the findings of veterinary inspection, discussion of an outbreak of rabies among Kansas dogs that affected cattle, complaints of veterinary treatments killing animals, and general discussion about livestock diseases. The correspondence is mostly between the Livestock Sanitary Commissioner and various livestock owners throughout Kansas.

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Livestock Sanitary Commissioner's Office, correspondence, 1926-1929

27

hemorrhagic septicemia, where the diagnosis was probably made by a veterinarian, eight died of shipping fever, three of pneumonia, two black leg, one scours, three indigestion and one castration, so that the loss was about sixty-eight cattle all told. That was out of thirteen thousand forty-eight. We really can figure it out of twenty-one thousand because if the others had had any loss there would be a complaint because it is the nature of the individual to complain. That extended from July until the latter part of the winter, until shipping stopped, during the shipping period. Mr. Barclay said that he will send out the same inquiries this year so we can get some information and that gives us something to work from, I think, so the losses are not as great as it would appear from the complaints. Individual losses, we have in some instances as many as twenty in one shipment but that was about the biggest. The largest shipment was two hundred and some odd; that includes calves and everything that is termed cattle, I mean young cattle and old cattle that went out to the feed lot.

MR. POOLE: Dr. Miller, I want to ask if you notice a difference in the age of the cattle having anything to do with them contracting this disease; whether an older animal contracted it as readily as the younger animal?

DR. MILLER: Generally speaking there is more trouble in the young weak animals but we had cases, I think one of them

ANNA M. FELTENBERG, KANSAS CITY, MO.

Livestock Sanitary Commissioner's Office, correspondence, 1926-1929

28

might be rather informative. A shipper bought two loads of cattle. He was a banker, that was his business, but he does, during the fall, buy some cattle and bring them up to his territory and peddles them out. He peddled some of these cattle out to a man who has a very fine herd of pure bred dairy cattle. They were turned in there and they developed the trouble about the time they were turned in and I think he only lost one animal out of the load and had two or three sick, but the disease was transferred to the herd and the farmer lost, if I remember right, fifteen head of those high class animals. Those were adult animals in good condition but they had a very virulent type of organism in that case and that is what makes the whole proposition so perplexing and confusing. You cannot lay down any hard and fast rule and say this applies all the way along the line because it does not. There are too many detours.

MR. MERCER: Dr. Felix, you please explain how this work is done up at your market?

DR. FELIX: All the cattle are handled through one chute. We used the aggrassin altogether the last two years and then Mr. Akins and a lot of speculators, most of the bigger speculators, if they have cattle on hand any length of time at all, most of them treat the cattle themselves and one man does all the vaccinating in the yards. From our experience there we seem to find when we gave the bacterin we got a little quicker immunity in the cattle that went to the country but it

ANNA M. FELTENSTEIN, KANSAS CITY, MO.

Livestock Sanitary Commissioner's Office, correspondence, 1926-1929

29

did not seem to hold. Whether that was due to the bacterin or what I do not know but since we use the aggressin we sometimes get our breaks within five to seven days. If we don't hear from them in from seven to ten days we feel safe.

MR. SMITH: You say the vaccinating is done by one man. Is he a Government man or State man?

DR. FELIX: The Missouri State man.

MR. MERCER: You speak of the owner. Does he vaccinate the cattle if he wants it done in his yards?

MR. AKINS: Occasionally I have myself on Saturdays, where I had a hold over, particularly young cattle, I would have my boy vaccinate them all regardless of whether there was any signs of disease, as a precaution. Speaking about the handling of cattle in the stockyards I cannot see, after they get into our hands, suffer any hardships. They are fed regularly, they are watered regularly and they are attended to in the best manner that we know how. I would think that after they get to the stockyards it would really be a benefit to them, rest and water and feed.

DR. MILLER: You say after they get to the stockyards. Don't you mean after they get into your hands? You are speaking as a trader.

MR. AKINS: Yes, sir.

DR. MILLER: You will admit that it is a bad practice to bring a carload of cattle into the stockyards at a certain place at noon today, that have been on the cars

ANNA M. FELTENEIN, KANSAS CITY, MO.



Livestock Sanitary Commissioner's Office, correspondence, 1926-1929

30

probably twenty-four to thirty-six hours and give them practically not a drop of water until the morning of the next day. Now, that is done. I have seen it.

MR. AKINS: I know it is.

DR. MILLER: I have debated the matter with commission men on the yards and they say "We are following out the instructions of the shippers" but that is a bad practice.

MR. AKINS: That occurs a great deal on shipments coming into the stockyards on Saturday and being held over Sunday and marketed on Monday. I suppose the great majority of cattle coming in on Saturday night and Sunday are not allowed to water until Monday morning and they naturally gorge themselves with water. That comes from shippers' orders.

DR. MILLER: I think that is true in ninety percent of the cases. I have debated this subject at length at the different yards where I have been stationed. It is a very bad practice as you of course are aware.

DR. IMBREE: The deeper you get into it the worse it looks.

MR. WILKINS: I think a lot of these commission men are responsible for it, advertising these big fills they get.

MR. MERCER: That is the reason I asked the question whether or not the combination of the two did not have a little something to do with it and it is easy to correct it through the commission merchant because he is surely interested, but I

ANNA M. FELTENSTEIN, KANSAS CITY, MO.

Livestock Sanitary Commissioner's Office, correspondence, 1926-1929

31

just wondered if in a great many instances the commission merchant did not handle it on his own initiative.

MR. POOLE: We handle it entirely on the shipper's instructions and it is a lot easier to dispose of the cattle that has just a moderate fill than one that has a great big fill. We sure don't like to have them turned over to us and have to get them full because they are hard to handle, hard to dispose of.

MR. WILKINS: A year ago in March I bought eight hundred and ninety cattle in Colorado; they were two year old cattle. These cattle will run in a wild grass pasture, eating wild hay. Those cattle were driven four miles to the Union Pacific stockyards, yarded at five o'clock in the evening and stood in a dry lot all night without any feed or water, started on the way I think at eight o'clock the next morning which ordinarily is considered fair. We loaded those cattle and it was twenty-three hours from shipping point to Kansas City. We weighed them off the cars and they had shrunk ninety-five pounds to the head without feed or water; that was after a four or five mile drive and an all night stand in the stockyards there in Colorado without feed or water.

MR. MERCER: That is a remarkable shrink. Maybe your scales were light out there.

DR. MILLER: Further research work might be helpful; some of the questions might be answered very definitely by further

ANNA M. FALTENSTEIN, KANSAS CITY, MO.

Livestock Sanitary Commissioner's Office, correspondence, 1926-1929

32

research work. It is very expensive and it would have to cover a long period of time but I am sure if you would be willing to cooperate with me we might do something.

MR. MERCER: I think so and I also think that the fills that Wilkins and I have been discussing is absolutely immaterial to the point unless it would apply to the things we have in mind as being injurious. I am going to ask Dr. Imbree of the Western Weighing and Inspection Bureau to give us some expression of his experience in handling these cattle.

DR. IMBREE: I might state in starting that the investigations made by the Western Weighing and Inspection Bureau are in such a stage of formation, you might say, at the present time that we do not have very much to say for publication. At the same time what we have observed I think should be offered for the good of everybody concerned. There is one thing that stands out quite noticeably when you start to following shipments of feeder cattle throughout the western territory for all loads, and that is that the death loss takes place on the load that has been subject to the long haul in a great deal higher percentage than it does on short haul. It does not seem to make very much difference whether the short haul stuff went through another market or whether it did not; it don't seem to make much difference, that the exhaustion of the transportation seemed to play an important part. We have checked up and noted the difference, tried to, in the time the stuff left

ANNA M. FELTENSTEIN, KANSAS CITY, MO.

Livestock Sanitary Commissioner's Office, correspondence, 1926-1929

33

the market. It seems that animals that are loaded early in the afternoon, possibly soon after they go over the scales are a little more subject to loss than animals that are loaded later in the evening and at night, thinking possibly that maybe those loaded later had a chance to get more feed.

When you analyze the picture of the animal going to market, starting we will say at a point like White Fish, Montana, with fourteen or fifteen feeder cattle in with a load of fat cattle and we realize that that stuff is rushed through, it is fed three times before it reaches any market, that it is unloaded, placed in a pen and only has a short time to remain in that pen, the question immediately arises how much actual nutrition does that animal get into its stomach and we have wondered seriously whether the same method that reduced horse losses in transit could not be applied to cattle with as good result and that is when animals are taken out of the cars empty and dry, that they be given a chance to eat some solid food before their water. One very close observer who has studied this matter for us has called attention to the fact that cattle are unloaded at a feeding station or at the yards, if there is water in the pen they have a tendency to drink water immediately. That gives them a soft fill or feeling of fullness and in transit these animals will lie down and rest two or three hours with the water fill, then they will get up and prepare themselves to eat a little hay and possibly they just get started

ANNA M. FELTENSTEIN, KANSAS CITY, MO.



Livestock Sanitary Commissioner's Office, correspondence, 1926-1929

34

to eating and it is time to move, and therefore they go out of that station with the water fill and then go on to the next place and do that and then unload with a water fill. We have never been able to analyze as to just how much solid food or just how little solid food some of those animals, in a long haul, actually get, and we have made a rather close investigation of some loads where they were fed before they were watered and we noted that in practically all cases they ate as soon as they went in the pen. Then in an hour or two the water was turned on them and they drank but not to excess, and went on eating from the time they spent their rest period, and were eating from start to finish and they went out with a reasonable fill.

MR. MERCER: It would not be as much of a condition as to the length of time they were from their natural life but when they sell it in transit they become subjected to an unnatural condition.

DR. IMBREE: That is the foundation of the idea. To get the idea clear, we had checked some loads that had a destination in Ohio that originated in Montana. Some of these cattle went through a market and some of these cattle had had the same point of origin, not as solid loads but as a mixed load with feeder cattle, went through a market and we were able to ascertain by brand something about that, that they probably originated in the same place. There were losses in both ship-

ANNA M. FELTENSTEIN, KANSAS CITY, MO.

Livestock Sanitary Commissioner's Office, correspondence, 1926-1929

35

ments. . One did not go through a market, one was purchased out there and shipped direct to Ohio. The other went to a market and was purchased there and shipped to Ohio and there were losses in both shipments.

MR. MERCER: Here is another point that you raised as a probable suggestion of a remedy and that would be to feed these livestock in transit some solid food at feeding stations before giving them the water. Is that natural or what is your reason for that?

DR. IMBREE: The animal resting at the station, his digestive system is abnormal; whether the act of eating a little solid food and the secretion of the saliva and the gastric juices which would follow the act of eating this food would not bring him to a state of normalcy quicker than it would for him to drink water first. I really believe that would be the answer.

MR. MERCER: That seems to me, as a layman, sort of unnatural because I would rather quench my thirst than to eat something.

DR. MILLER: Here would be the actual facts. I think Dr. Imbree will bear me out in that. The natural procedure would be to give the animal a very little water, just a small amount of water and then feed and then water but that is not, as you know, practical.

DR. IMBREE: It is impractical.

DR. MILLER: People who have studied this I think are

ANNA M. FELTENSTEIN, KANSAS CITY, MO.



Livestock Sanitary Commissioner's Office, correspondence, 1926-1929

36

in accord that rather than to give them excess water you better keep them away from water altogether and give them some feed first and then water. That is not quite a normal procedure as you say but it certainly is far better than to give them a big water fill to start with.

DR. IMBREE: I would take exception with Mr. Mercer of what he would do if he was extremely hungry and thirsty at the same time. I don't believe he would go to the water cooler or the pump and drink two or three quarts of water. I think he would take a drink of water and then he would possibly eat and then he would drink some more water but an animal would not have the idea of the fitness of things to carry out the proper procedure and we cannot say to these feed-in-transit people or the stockyards people "Take that bunch of cattle and give them two swallows of water and take them away from the water" because that cannot be done but we do have a possibility of saying to these men "Let these animals eat solid food for a period which we have not determined but perhaps an hour would cover it, and then water them".

MR. MERCER: What do you term solid food?

DR. IMBREE: Hay.

DR. MILLER: That is not the procedure but it is being following by large public markets. They started in under that arrangement with horses during the war and since then they have switched over so that all the stock that is under

ANNA M. FELTENSTEIN, KANSAS CITY, MO.



Livestock Sanitary Commissioner's Office, correspondence, 1926-1929

37

their control have followed that procedure.

DR. MILLER: I am asking these questions for information because I look upon some of these things that I have had some practice with in my life, and I do not think however that the temperament of the horse and the steer is the same. I think you have got a different animal to deal with in a horse than you do in a cow, and a hog too; he is still different.

DR. IMBREE: Absolutely, but since they have got this system, this yard that Dr. Miller speaks of happens to be a yard that does not feed much stuff going to market. It is practically all stuff that is going to eastern states for feeding purposes. Therefore there is nobody to object to their way of handling it and they are getting away very nicely with this proposition since they have adopted that system and there has been a decrease in the complaint in losses in the states in which these animals are shipped.

MR. MERCER: That is being carried out under the observation of who?

DR. MILLER: The stockyards people and your people, Dr. Imbree's people of course get reports back on these.

MR. MERCER: The reason I ask this question, I have got in my mind something that happened here with hogs just a short time ago. A man bought a carload of hogs at Thayer, Missouri, shipped them out to northern Kansas, about one hundred and fifty miles out, provided plenty of feed in the car, just corn

ANNA M. FELTENSTEIN, KANSAS CITY, MO.



Livestock Sanitary Commissioner's Office, correspondence, 1926-1929

38

thrown in the car and there was corn in the car when they reached their destination. There was a little bit of a water trough in that car put in there to water them. They were not to be unloaded in transit; the facilities for watering those hogs were so inadequate that there was not a half dozen hogs could get what they needed and I do not suppose had any. The death loss in that shipment was terrific, nearly one hundred percent. We are trying to find out what and where was the origin of the first trouble. They had been vaccinated twenty days before they were shipped, according to the records.

DR. IMBREE: Did he buy them of a dealer at Thayer?

MR. MERCER: This man bought them through a commission firm and the commission firm bought them through a hog trader and that hog trader bought them from another trader in the country. That is as far as the record goes back.

DR. IMBREE: Dr. Gibson asked me to tell how a train load of cattle was unloaded in transit. Sometimes in the hurry to transport a load of say forty or fifty cars they will arrive at a transit feeding station and in some cases they start to unload the head car and put the animals in a pen and when they get the last car unloaded so much time has elapsed they immediately start to load the first car. Now the record of that train may show seven hours at the stockyards but on actual figuring there are none of these animals that exceeded five hours inside the chute gate, which meant that the stock-

ANNA M. PELTENSTEIN, KANSAS CITY, MO.



Livestock Sanitary Commissioner's Office, correspondence, 1926-1929

39

yards was never quiet, there was always a turmoil in there of loading and unloading that train, not a good condition for an animal to eat. You can see from my statement how easy it would be to abuse that proposition and you can also see what a little time some of these animals had to actually get solid food into their belly. We have conferred and worked with the managers of these feed-in-transit points in many cases. They are all ready and willing to cooperate with us and the traffic departments of the railroads are ready and willing to cooperate with us as far as they possibly can so as not to get to the point where they will appear to be delaying the livestock in transit because they know they have some bad claims to pay on account of delay and the idea seems to be so far to get the stuff over the road which is all right for the part of that shipment that is going for slaughter. For the parts of these shipments that are going to travel a whole lot further for the purpose of being turned into feeder cattle it is bad. Slaughter animals go on into the market and they are slaughtered and even though they are bought and shipped to another market for slaughter it does not seem to show up in them but the calves and the weak end of the shipment is where we get our trouble.

MR. MERCER: That is the branch of the industry that needs solution; it is not the slaughter cattle; there is no trouble about them.

DR. IMBREE: As we have been able to observe and work this

ANNA M. FELTENSEN, KANSAS CITY, MO.



Livestock Sanitary Commissioner's Office, correspondence, 1926-1929

40

thing out it is not a stockyards proposition in any sense of the word with the exception that these portions of the load go into the stockyards and they are turned into larger loads there to go out for feeders and whether the importance of handling as to feed and water at the stockyards would change things a whole lot I do not know. It is the idea of the shipper in many cases to bring his stuff in and get a fill. There is no secret about that and that is the thing that is causing the trouble as we see it.

MR. MERCER: I do not agree with you on everything, of course. Let me ask you a question. You maintain that the trouble we are discussing here is altogether the fault of the method of shipping and the handling from the farm to the market?

DR. IMBREE: You put it a little stronger than I would. I would not say altogether but I would say that that was very important in connection with reducing the loss.

MR. MERCER: You said the transportation and the stockyards had no bearing on the subject. The fact that they come through transportation and through the public markets was not the major cause of the trouble. Now then we want to get at where is the major cause. You have got to educate a great big public back here to think different from your statement.

DR. IMBREE: I am afraid we have.

DR. MILLER: I think you answered that yourself this

ANNA M. FELTENSTEIN, KANSAS CITY, MO.



Livestock Sanitary Commissioner's Office, correspondence, 1926-1929

41

morning, Mr. Mercer. It is largely the unnatural condition under which the animals are handled that we conserve vitality and I think you very aptly described this this morning in some of the remarks you made.

MR. COLLETT: Something has been said about the stopping in transit at various feed yards. Is the Government and is the State giving the same attention toward the sanitation and the condition of these various yards where stock is fed in transit as they do give it at public stockyards similar to this? In other words, it just naturally seems to me that with the Government supervision we have here, with the State supervision we have here, with the sanitary conditions that exist here, I would like to see them get away from calling it stockyards fever because when you speak of stockyards you mean public stockyards. If there is not proper attention give to them at transit points isn't that one way to overcome some of the trouble we have been having? Isn't there also the method of feeding at those points? Doesn't that enter into it as has been demonstrated here today? I think that Dr. Fleming would bear me out in the statement that so far as stopping at a public yards as against the private yards there is no greater danger in one than there is in the other and yet that feeling does exist to a large extent among many people in the country that are not familiar with it.

DR. FLEMING: That is quite true. However, we exercise

ANNA M. FELTENSTEIN, KANSAS CITY, MO.



Livestock Sanitary Commissioner's Office, correspondence, 1926-1929

42

supervision over the cleaning and disinfecting of those yards where they water and rest cattle enroute to market.

DR. MILLER: Since 1924, Mr. Collett, we have been not requiring but we have been through a cooperative arrangement with railroads, having all the feed and water and rest stations that are regularly used, beginning about with the western boundary of Nebraska and Kansas and extending back as far as Indiana, all those central points in this country cleaned and disinfected under supervision, just before the large movement of cattle starts, so in that respect I can see very little difference between the large public markets and the regular feed and water stations. Of course we do not extend that to all the little country points; we cannot.

DR. FLEMING: In addition to that there are occasions when they receive special cleaning and disinfecting just the same as your pens here.

MR. COLLETT: Then the next question that comes up is whether or not they are fed properly or in a manner that in any way creates or produces the trouble.

MR. MERCER: I will answer some of your questions so far as Kansas is concerned. I would answer your questions a little different from Dr. Miller and Dr. Fleming as to whether we give as much sanitary attention to concentration points on the railroad as you do to your public markets. I would say we do not and I will tell you why. I mean I will explain why.

ANNA M. FELTENSTEIN, KANSAS CITY, MO.



Livestock Sanitary Commissioner's Office, correspondence, 1926-1929

43

The Government has a policy now of I think twice a year supervising the cleaning and disinfecting of these junction points such as Emporia, Herrington and a lot of those places. Their men go out at least once a year and sometimes twice a year, regardless of whether there has been any disease found in those yards or not, and supervises the cleaning and disinfecting of those yards. As far as the state is concerned we do not look after it at all. We work and cooperate with the Federal Government in a lot of those projects and that is one of them and they do that part of it. There is no question but what there is merit in cleaning those yards once or twice a year but if you are going to get down to the technical question of elimination of diseases you would have to clean and disinfect them or examine the cattle every time a shipment is made through so we do not follow up and require the railroad to clean and disinfect their shipping points in Kansas unless there is scabby cattle comes in or something like that. If the Government don't do it the State does. For instance, you bring in a carload of scabby cattle today and we get a notice from Dr. Fleming's office that John Jones has scabby cattle here today. If we are busy we just tell the railroad to clean and disinfect that pen before they bring in any cattle there. If their men do not understand it they ask that somebody be sent and then one or the other of us send somebody but there has been so much of it that most of them

ANNA M. FELTENSTEIN, KANSAS CITY, MO.



Livestock Sanitary Commissioner's Office, correspondence, 1926-1929

44

understand it very well. That is as far as that goes. You might have some cholera hogs in here tomorrow and we might not know anything about it but even if we did we do not go down there to clean and disinfect those shipping pens because tomorrow probably somebody ships cholera hogs into them again, so if you do not have somebody to examine these hogs as they come in it is a useless burden of expense to follow up those things. That is a method we have out in Kansas.

So far as the feed proposition, it is a tariff proposition with the railroad. They prescribe the cost of feed; a good deal the same as you do on the yards. They prescribe that they will feed alfalfa hay at so much, they will feed prairie hay at so much and they will feed so much to the shipment or so much to a car if you don't order it done as a shipper and they will feed it if you order it.

MR. WILKINS: How much are you supposed to feed the cattle in transit?

MR. MERCER: I think two hundred pounds to a car if you don't order anything to the contrary.

DR. IMBREE: Would you consider that amount provided they ate it, sufficient?

MR. MERCER: Not providing they did; if I was leaving western Kansas this evening and I could not reach here this morning I do not know if there would be any need of feeding any hay to them any place at all; it depends on the haul, if

ANNA M. FELTENSTEIN, KANSAS CITY, MO.

Livestock Sanitary Commissioner's Office, correspondence, 1926-1929

45

they are going to come a long distance they ought to be fed two or three times before they get here.

DR. MILLER: That is the absolute minimum, two hundred pounds, where they have gone thirty-six hours.

MR. WILKINS: In regard to water, what about the watering of them?

DR. MILLER: There is nothing been prescribed at all. The law says they shall be watered, fed and rested in suitable pens.

MR. MERCER: I will illustrate to you why we don't follow up the cleaning and disinfecting of these shipping pens a little further. About a year ago we had quite an outbreak of cholera around Burlingame on the Santa Fe Railroad. A committee came up to our office and talked to me about it; that there was a lot of cholera out there and that there was no attention paid to the cleaning and disinfecting of the yards down there. I sent one of my best men down there. I told them however, I said "What has that to do with the spread of cholera in your locality". While there were some sick hogs occasionally came in and some of them are sold and go back to the country. I sent one of our men down there and had him go into it very carefully. We found where there had been two or three wagon loads or partial wagon loads of sick hogs moved out of those yards, back to some farm, but they vaccinated those hogs immediately and there was no loss in it at all

ANNA M. FELTENSTEIN, KANSAS CITY, MO.

Livestock Sanitary Commissioner's Office, correspondence, 1926-1929

46

We did find, however, that there was not hardly a day that a carload of cattle came out there that somebody out there on a farm where they had diseased hogs but brought them in and put them in that stock pen and sent them down to this market. You see it would just be a waste of time and everything else to go over there and disinfect those yards today unless you could get at it in some way to keep the fellows from infecting them again but that is impossible in the country, so we do not follow that up closely at all.

MR. BIGGERSTAFF: You veterinarians that make a very close study of it, is it still contended that hemorrhagic septicemia is in the ground, in the feed lots?

DR. MILLER: I think we go further than that. I think we hold that in some instances it may be in the animal itself and not cause any damage.

MR. BIGGERSTAFF: I mean the earth of the feed lot can become infected with hemorrhagic septicemia and retain the infection quite a while, can it not?

DR. MILLER: Yes.

MR. BIGGERSTAFF: I will explain my reason for that question; we have had only one serious complaint in fourteen months about hemorrhagic septicemia in these yards. This fellow bought about seventy-five or eighty calves down here and about seven to ten days after he got them home they began to die. He said they were vaccinated here; he took them to the

ANNA M. FELTENSTEIN, KANSAS CITY, MO.



Livestock Sanitary Commissioner's Office, correspondence, 1926-1929

47

veterinarian at Plattsburg and had some of them re-vaccinated about three times after that. I asked him why he did not change them out of the feed lot and put them on blue grass. They were running on the blue grass and sleeping there at night. I was just wondering this, if we get this thing under way, as far as the yards are concerned, what educational work are you going to do in the country on all these old infected feed lots? Get them to plow them up and discard them temporarily and put their stuff in the pasture? Isn't it going to take a lot of work on the part of a lot of people to get this thing completely and really successful?

MR. MERCER: I am going to answer some of that. We are not figuring here but we are discussing things that are preliminary to some things that maybe we can do. The millenium is not here and never will come in cases of this kind.

MR. BIGGERSTAFF: I was wondering while we are starting this why we couldn't go along the whole road.

MR. MERCER: Let me tell you what the state of Kansas is doing. We are instructing our people that go to all these farms now -- this county area work reaches every farm that has any livestock on it -- they are all instructed to show the owner of that livestock the needed things to do to keep his farm in a sanitary condition. Some of them give heed to it and some of them do not. Here is another way that it is being done. I am just illustrating this to you to show that there

ANNA M. FELTENSTEIN, KANSAS CITY, MO.



Livestock Sanitary Commissioner's Office, correspondence, 1926-1929

48

is a tremendous amount of educational work going on on the farm. Every day or two we get reports from the Government at Kansas City and St. Joseph and even Chicago, if the stuff goes out of Kansas, of the diseased condition of livestock originating in their state. We go at once, through our office, to the farms and find out what the situation is there and the owner is advised of the diseased condition of his livestock and suggestions and directions are made for him to do certain clean-up work. Now, it has reached a great many people of Kansas and I think it is very largely true in other states, so there is a tremendous educational program going on out here and it is having beneficial results but nevertheless we are still confronted with this particular thing that we are not decided as to how to handle, and that is the thing I want to bring out here. I want to have all these preliminary things come in. I would like to know in the last analysis what are we going to do?

MR. BIGGERSTAFF: This meeting, like all others of it character, is called to eliminate this economic waste through death losses. This fellow I am speaking of has attended the University down at Columbia; he is of more than average intelligence; in fact, he is more of the intelligentsia, but he did not know anything about that; nobody had told him. I don't know whether his veterinarian did not know that or not but it just incited me to ask that question. If there is any

ANNA M. FELTENSTEIN, KANSAS CITY, MO.

Livestock Sanitary Commissioner's Office, correspondence, 1926-1929

49

practical way of going the whole way, while you are starting on economic waste, if there is anything we can do to get the farmers wakened up to some phases of it, I think we should but I do not know what agencies are at hand or that we could utilize.

MR. MERCER: There are the Government agents and the State sanitary authorities but the main point we all want to get in our minds is can we do anything to remove this one particular objection to a very large number of people. If it is worthwhile we want to encourage it and if it is not worth-while we want to eliminate having anything to do with it.

MR. BIGGERSTAFF: I want to explain, if I can. As I say, this is the only complaint that has come to this office and I used to get quite a few of them and get them particularly when I was at St. Joseph. Why have our losses been so low during the last fourteen years? We are almost negligible on hemorrhagic septicemia.

MR. MERCER: There is no doubt there are a lot of complaints that you never hear of. I never write back or come down here to see about it but I could cite you a lot of cases and give you the record of them. I haven't it here with me but I can get it for you. There was a twenty percent loss in some cattle from two years old up. They were vaccinated and treated for hemorrhagic septicemia and you could no more get that man to believe there is any merit in that than anything in the

ANNA M. FELTENSEIN, KANSAS CITY, MO.



Livestock Sanitary Commissioner's Office, correspondence, 1926-1929

50

world and he also is of the opinion that he will never buy another hoof on the public market because he thought they were diseased here.

DR. IMBREE: Mr. Biggerstaff, as a practical reply to your question, death losses in transit have been unusually low at all western markets so far this year. Our average death loss in hogs at fourteen western markets right now is one to twelve hundred; an unheard average low figure.

MR. BIGGERSTAFF: What does your report show, Dr. Miller?

DR. MILLER: There were reasonably heavy losses on cattle, last fall, but we have had very few complaints since about February.

MR. COLLETT: Isn't there something we can do to help you on a complaint of that nature, Mr. Mercer, and change that man's opinion, after he got this heavy loss, that held it against the public market?

MR. MERCER: This is about the way he put it to me. It looks as if the Government and State requires us to do something and pay for it, and that they ought to protect us. He thought he ought to be paid for his loss in some way.

Another thing, Mr. Biggerstaff, there are a good many elements that are coming into this but I think the sanitation on the farms is getting better. I think the people are giving a little more consideration to having their livestock healthy when they come to market. Another thing of course, we have not

ANNA M. FELTENSTEIN, KANSAS CITY, MO.

Livestock Sanitary Commissioner's Office, correspondence, 1926-1929

51

handled through the public market since at least the first of March the numbers of cattle that we usually handle. This year, with the exception of the early part of the year I have not heard anything about this market at all. We did have a little grievance about the St. Joseph market on a bunch of very high-priced calves that went over into Atchison County, just a few months ago. Several had died. The calves were vaccinated but you cannot tell who was at fault; I don't know whether there is anybody at fault other than just something naturally happened there that they could not prevent but nevertheless you get that situation.

What I wanted to get out of this meeting is some little demonstration or experiment that we can carry out through the cooperation of three of these markets, if necessary, that we can work it out together with the Government and the State officials and the stockyards all combined, to test out something and do it accurately. There ought to be several ways to do it. I have got this in mind as one and I have given this as much study as anybody. I have in mind that we might, for a period of months, require the vaccination for hemorrhagic septicemia and black leg under Government supervision on all stocker and feeder cattle that are unloaded in these three public markets unless the shipper can show by a credited certificate of some kind that they were treated before they came here. That is one proposition for you to think about.

ANNA M. FELTENSTEIN, KANSAS CITY, MO.



Livestock Sanitary Commissioner's Office, correspondence, 1926-1929

52

Another proposition is that we might think up some kind of an experiment, we might get somebody out here in the State that have vaccinated with the hemorrhagic and black leg treatment of their cattle. They will come in here to market this year with their yearlings or their two year olds, that we could follow up that class of shipment through the general routes of stocker and feeder cattle and let them go on to destination, follow it up there and keep the record to see whether or not that immunization was effective.

DR. MILLER: That experiment would be worth-while if at the same time you take an equal amount of cattle that go through the market that were not treated and follow them up. I would be in favor of an experiment like that.

MR. MERCER: I think you stated, Dr. Felix, that you treated about all the cattle at St. Joseph, did you not?

DR. FELIX: We treated about fifty percent.

MR. MERCER: About how many do you think are treated here, Mr. Collett?

MR. COLLETT: I haven't any idea.

MR. MERCER: Of course, if this was done, we would also undertake to go into this method of finding out the lowest level of cost obtainable for the bacterins and the administration of them. I am just giving you these thoughts because I would like to go on and do something so that when it comes to me I can say "Well, here is the result of

ANNA M. FELTENSTEIN, KANSAS CITY, MO.



Livestock Sanitary Commissioner's Office, correspondence, 1926-1929

53

what has been done and we believe in it" but at the present time I cannot do that.

DR. MILLER: If you were going to treat the animals right here in the yards, in order to get any idea as to the value of these agents, wouldn't it be necessary to treat one part of them and let the other part go without treating?

MR. MERCER: I suppose they could be handled here or at any public yards.

DR. DYKSTRA: I do not think we know what shipping or stockyard fever is. We speak of it here as hemorrhagic septicemia but I think that is only one element of it.

DR. MILLER: This question of Mr. Mercer's is simply a question of whether or not it was worth-while to use bacterin and aggressin under stockyard supervision.

MR. MERCER: Yes, to demonstrate the efficiency of it. I think among these men who are engaged in scientific work some arrangement ought to be made, by both State and Government, to put somebody in charge of these sick cases to properly diagnose through laboratories what it is.

DR. DYKSTRA: They surely ought to know what they are dealing with.

MR. MERCER: I also feel, as has been suggested here, that we ought to decide what is the natural normal way of feeding this livestock and then if we do not do it through the State and the Government requiring that, then I am in favor of

ANNA M. FELTENSTEIN, KANSAS CITY, MO.



Livestock Sanitary Commissioner's Office, correspondence, 1926-1929

54

getting a law that will make them do it.

MR. IMLER: I think you would probably have to get some legislation.

MR. MERCER: I do not think you would as far as our state would be concerned but it might be necessary as an interstate proposition.

MR. WILKINS: I would like to ask you if there is any difference between hemorrhagic septicemia and stockyard fever and shipping fever.

DR. DYKSTRA: The term "shipping fever" or "stockyards fever" is simply a blanket term for things that people think originate in stockyards. I have always considered them the same thing. Hemorrhagic septicemia is a specific disease, we know what that is.

MR. WILKINS: Do you know what stockyards fever is?

DR. DYKSTRA: No. I think we ought to have research work in regard to that.

MR. BIGGERSTAFF: Is there any such thing as stockyards fever or shipping fever?

DR. DYKSTRA: Scientifically it is not recognized. I think it is the layman's term.

DR. IMBREE: We get those reports on claims quite often "stockyards or shipping fever, lesions of septicemia".

MR. MERCER: Probably that is not the fault of the layman at all. I am going to have to criticise you professional

ANNA M. FELTENSTEIN, KANSAS CITY, MO.

Livestock Sanitary Commissioner's Office, correspondence, 1926-1929

55

men a little. You must get these boys schooled so they know what lesions are. Out in the field these men can't tell whether it is hemorrhagic septicemia because they don't know. That is a matter for you gentlemen to correct.

DR. GIBSON: I think that might be qualified this way, that an experienced veterinarian holding a post mortem can make a very accurate diagnosis, not maybe one hundred percent but the diagnosis in most cases of hemorrhagic septicemia can be made on post mortems.

MR. MERCER: My local veterinarian cuts the animal open, posts him and he says hemorrhagic septicemia. He really doesn't know. It could be something else but in order to know he has got to have a laboratory test made of it. I want to get it right because I am going to tell a lot of these boys that report hemorrhagic septicemia to me "The only way you can be sure is to take a specimen and send it to the laboratory and find out".

DR. MILLER: There is one thing your men can do, if they see an animal dying and some more sick and some more coming down and the post mortem results seem to bear it out, it is a fair assumption that that is probably hemorrhagic septicemia but you could not gamble on it.

MR. MERCER: I want to keep this one thought in mind, are we going to try something to determine the efficiency and merits of the bacterins used for hemorrhagic septicemia?

ANNA M. FELTENSEIN, KANSAS CITY, MO.



Livestock Sanitary Commissioner's Office, correspondence, 1926-1929

56

DR. MILLER: So far as the Bureau is concerned it is perfectly willing to cooperate with any undertaking the different agencies are willing to try out.

MR. MERCER: We are, too, and I am willing to go before the Legislature at the next session and get some money to do it.

DR. MILLER: There is little to be gained by using either one of the agents, that is bacterin or aggressin in public stockyards but we do feel that there is a vast field open in bringing about better methods of feeding and watering in transit, and more adequate rest. Our men have observed shipments that are supposed to be unloaded five hours for rest but actually did not have forty-five minutes average, out of the chute pen and into the pens where the water was. They were not there more than forty-five minutes. That is largely regulated by the shipper if he is in a hurry. I don't blame him if he is in a hurry to make his train and get away. If we find any such cases we report them for a violation of law, against the railroad and the railroads pay a fine but they come back and say they were not to blame, that these people who were in the feed-in-transit yards are not working for us and we have no control over them but of course, under the law, they are subject to punishment. We do all we can through argument and influence.

MR. WILKINS: There is quite a lot of competition in these feed-in-transit yards and they seem to do most anything that the

ANNA M. FELTENSTEIN, KANSAS CITY, MO.