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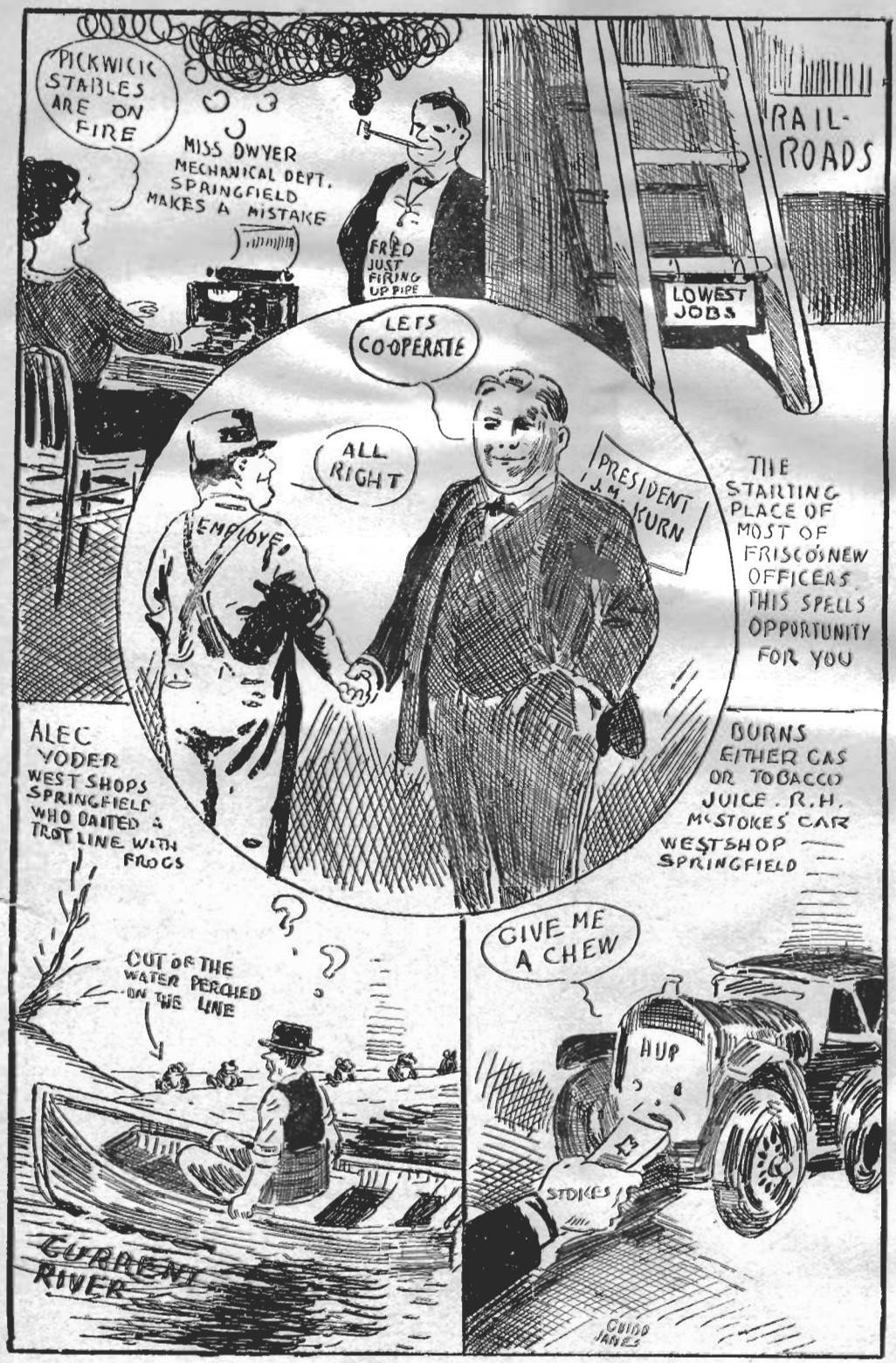

Cartoonist's Review

Among Ourselves

PERSONAL MENTION.

F. G. Fisher has been appointed Assist Master Mechanic, Northern Division, with headquarters at Monett, succeeding W. J. Foley, promoted. Appointment effective March 16, 1920.

W. J. Foley has been appointed Master Mechanic, Western Division, with office at Enid, Oklahoma, succeeding A. J. Devlin, promoted. This appointment also effective March 16, 1920.

A. J. Devlin has been appointed superintendent, North Shops, Springfield, succeeding J. E. Henshaw, transferred. Appointment effective March 16, 1920.

M. M. Sisson has been appointed assistant superintendent, Cherokee Subdivision, including the Sapulpa Terminals, with headquarters at Sapulpa. This appointment effective March 1, 1920.

KANSAS CITY.

(W. J. Findley.)

James Bruce has just returned from Topeka, Kansas, where he claims to have gone to hear a minister. There is something wrong with Jim. That excuse won't go for Kansas City has too many churches and ministers of her own.

Miss Nellie Davis, our efficient stenographer in the Car Department, has been off duty several days lately on account of the illness of her mother, but is now back in her usual place again.

The Store Department has added another new face to their office force, Miss Helen Bogard, comptometer operator.

O. L. Butler, formerly employed at Rosedale, has been transferred to Chaffee, Mo. We hope he will find as many friends there as he left, and we wish for his every success in his new location and promotion.

Messrs. W. J. Foley, C. D. Toler, Frank Ellis, J. A. Henshaw and A. W. Nelson were in Kansas City Tuesday, March 9, to make out the usual 104 report. Ask Miss Forster whether they ever cause any commotion or not.

Miss Eleanor Forster's mother has been quite ill again, resulting in the absence of Eleanor, whom we missed very much.

We understand that L. J. Leigh is the proud owner of a new car, but the girls all say that they are from Missouri and will have to be shown.

Ass't Roundhouse Foreman B. R. Reynolds has been absent for a day or two and it is reported that cause was on account of his having a family washing to do. Is that not sufficient warning to the single fellows?

We are very sorry to have lost our stenographer in the Master Mechanic's office, Miss Norine Folsom, who has taken a position with some other company. We all wish her success in her new work.

Also have a new face in the Mechanical Department, Miss Mable Steward has accepted the position as File Clerk, taking the former place of Miss Copeland, who has taken the stenogrpahic position left vacant by Miss Folsom.

At any rate, it seems the Memphis girls and the Kansas City girls have at least created a bit of mutual interest between them over this little "Dispenser of Knowledge," alias "Dispenser of Sweets," and as our girls are of a very optimistic nature they still feel they have something to look forward to.

But here comes the greatest disappointment. We understand from very good authority that another point on the System has entered this "Candy Race," namely; the Master Mechanic's office at Sapulpa, and they, too, are receiving an occasional box of sweets from this particular party. However, knowing Kansas City to be such a popular place, we feel confident our time is close now, so some across, we have your number

Has anyone lost a dog? Call No. 39, as that is headquarters.

Machinist Apprentice Glen Reynolds claims he is quite a business man. For particulars see Glenn.

C. R. Kew, Martin Whelan, and Irene Bruce have been serving on the jury. What is all the row about? Come across and tell the truth.

We are wondering where Mrs. Irene Flegler got her new blouse. Oh, yes, someone reports that it was taken out of a box containing some silk shirts belonging to this particular party.

T. H. Curry, mill foreman, has asked for a leave of absence to visit his home for a while. Have a good time and regain your health while gone.

SPRINGFIELD—L. & D. F. C. DEPT.

(C. E. Martin.)

Here we are, under the colors of the Frisco again, after being under the guiding hand of Uncle Sam for some considerable spell. So that places us all on our honor to work like the mischief for the good of the company, if we don't want to get talked about—grandly explosively and detrimentally talked about. We don't even have the war as a scapegoat for our sins of omission, or commission. Possibly some have in the past attempted to pass the buck along when things were rotton, by laying it onto the Government and assuming that we, the individual, in some way were not to blame. But from here on out the traveling public and the shipping public will cease "blankety blanketing" the United States Railroad Administration and centralize and crystalize their views on the individual railroad and railroader. So we have got to hump some to keep the public off our hump, for they are sure some spoiled, and rightly so, by the trite saying, "The Public Be Pleased." What a grand and glorious feeling we all will have if we can turn out to be the best public pleasers in the sense of righteous pleasing.

Since last issue, Miss Jewell Jones and Bob Tisdale have been vainly trying to qualify as unique and champion class sneezers, to succeed M. C. Harless. Jewell has a wonderful sneeze all right, and if properly cultivated and with a little pruning it may be that some time it can equal "Mulo's." Tisdale's sneeze is entirely too "much," as to quantity and not enough as to quality. His ought to be famed out in a boiler shop or a similar quiet corner, where it will not startle the natives too much.

The famous Cal Stewart library of Freight Claimism is straying promiscuously around the office. C. J. Bowman and C. F. Smith are custodians, but they don't keep it in very good custody. They will gladly show you through the wonderful five-foot library if they think there is any chance of selling it to you. As for C. J. B. and C. F. S., they have all of it stored away in their cerebellum. From here on suspense and debits will be on a strictly cash basis.

The seventeenth of March is no reasonable excuse or alibi for R. T. Tisdale to jeopardize, harass and otherwise endanger the eyesight and mental equilibrium of ye correspondent, by wearing such a disgraceful, disturbing and distracting green neck tie. There is such a thing as green. Also there is a green that is greener than green. Now said tie has none of the shades of Old Erin or the shamrock, and it is disturbing to the poor pulse of some to be shocked by such sudden revelations of color. Furthermore, who said R. T. T. was entitled to wear green? Again, furthermore, C. F. Smith had to go consult Dr. Camp on the morning of the seventeenth of March concerning the condition of his eyes, which helps my contention a lot that neckties with such a loud reputation should be abrogated, eliminated, squelched and sat upon and otherwise discouraged.

W. A. Cripps should he required to wear a skirt, spectacles and procure a certificate if he intends to act as a pedagogue. He is sure a busy human among the O. S. & D. kindergarten.

Tisdale insinuates McKinnel is a bum housekeeper. When Tis moved into McK.'s desk, it took him two days to move the Carnegie library annex, clean out the hardware novelties and remove the bird nests from the drawers and immediate environs of the desk.

When C. F. Smith moved to his new desk he took his trick frog along. He was afraid to leave it for Sewell as he (Sewell)

Girls of the File Department, Freight Claim Office, Springfield. A Smile for every purpose.

is a quiet sort of fellow, and it would not be just right to excite him too much, especally during work hours.

After a sojourn of about a year, J. C. (High) Highberger has left us to move his habitat to Kansas City. So H. C. Wehking is looking for a new side-kick. "High" won the esteem and friendship of the fellows from the word go. When it came to long black stogies "High" was there, or the dignity of a town marshal "High" had it, and the gift of gab found "High" a world beater, and that he always had something to say. Not only something, but something MORE to say. May he be kind to Kansas City and not treat them rough.

All aboard! Stoutland bound! Since a certain circular has gone the rounds, such a call as this does not even cause the quiver of an eyelash by W. N. Doss. All at once the Stoutland stock has taken an awful slump. However, by sticking to it, a round-trip could be made in about eight days out of each week and W. N. D. could spend the

A Bigger Job Yours—If You Master

Traffic Management

Reconstruction work to be done in Europe and expansion of our foreign trade means a greater demand than ever before for men trained as traffic experts. Great plants working overtime—raw materials shipped in—finished products shipped out—carloads, trainloads, shiploads, going North, East, South, West—contracts placed not on price basis, but for quick delivery—that is the condition we are facing.

"We must have efficient traffic men" say manufacturers, jobbers, railroads, ship owners. Hundreds are needed where one is available. This is the chance for ambitious men to rise to higher positions—to get into an uncrowded calling—to have the specialized knowledge which commands big salaries.

Train by Mail Under LaSalle Experts

This opportunity is yours now. Train while you hold your present job. Only your spare time required to become proficient in every branch of traffic.

Learn from men who have held or are among those now holding the highest positions in the field. Get practical training—the training which equips you to step into one of the highest places. This is what the LaSalle experts offer you.

They will explain every point concerning Freight Rates Classifications, Tariffs, Bills of Lading, Routing, Claims, Demurrage, Express Rates, Ocean Traffic, R. R. Organization, Regulation and Management, Laws of Carriers, Interstate Commerce Rulings, etc. etc.

How many men are expert on even one of these subjects? You will be made proficient in all.

And here is something more—your enrollment gives you free the privileges of our Business Consulting Service. This means advice from our staff whenever you need help on any special business problem.

Over 950 people here—450 business experts among them—are ready to put you on the road that leads directly to advancement. Get the complete, combined experience of many authorities, all given in easily understood form.

No Large Fees

The total cost is small. Your increase in earnings will soon pay it (see in next column what McMullen, Wright and other members say). Then also you can pay on easy terms—a little each month if you wish. No hardship in getting this training. Any man can afford it. And the time is now—when the great movement in business is beginning. Give a few hours weekly of your spare time for a few months—and get a larger salary.

Send the Coupon and Get All the Facts

Your request will bring complete information. We will tell you just what the course offers in every detail; all about the opportunities open to trained traffic men. We will also send you our book, "Ten Years Promotion in One" which has shown thousands of men the short road to promotion. If you are ambitious to rise—if you want to enter a paying and uncrowded field of business, get these facts. Sending the coupon implies no obligation upon you. Mail it today.

B. S. McMullen was a freight checker on the docks at Seattle.

Two years after beginning the LaSalle Course in Interstate Commerce and Traffic Management he was appointed General Freight and Passenger Agent.

He said that it would probably have taken him 8 or 10 years to make this advance if he had depended merely upon work and experience.

LaSalle experts helped him to reach that in the space of months.

T. J. Wright, an Illinois member, r... three promotions since taking the course.

H. S. Watson, of Michigan, figures his increased earning capacity at 400 per cent.

Fred Hoffman, an Ohio member, re... 500 per cent profit on his investment in one year.

Among the many LaSalle trained men who are now Traffic Managers or Experts on Interstate Commerce are:

Wm. Ritchie, Vice-President and Traffic Manager, Philadelphia Lawn Mower Co.

F. E. Combs, Traffic Director, Twin City Traffic League, Benton Harbor, Michigan.

F. E. Hamilton, Traffic Manager, Retail Merchants Association of Canada.

Mr. Hamilton says: "I cannot speak too highly of this institution. The course is up-to-date, authentic, and easily understood. My only regret is that I did not take it up five years ago."

The success these men have made can be paralleled by any other ambitious man who will do as they did—train!

LASALLE EXTENSION UNIVERSITY

"The Largest Business Training Institution in the World"

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Please send me your catalog and full information on your Course and Consulting Service in Interstate Commerce and Railway Traffic. Also a copy of your valuable book for the ambitious man, "Ten Years' Promotion In One." This without obligation on my part.

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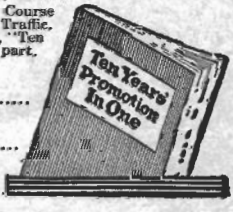
Address.....

Present Position.....