MEMBER OF THE FOREIGN LEGION OF FRANCE CAPTAIN GUN TURRET, FRENCH BATTLESHIP CASSARD WINNER OF THE CROIX DE GUERRE Copyright, 1918, by Relly and Britton Co., Through Special Assaugement Wals the George Mashew Adems Service

Seles

SYNOPSIB.

CHAPTER I-Albert N. Depew, author of the story, enlists in the United States navy, serving four years and attaining the rank of chief petty officer, first-class

CHAPTER II—The great war starts soon after he is honorably discharged from the navy and he sails for France with a determination to enlist.

CHAPTER III—He joins the Foreign Legion and is assigned to the dreadnaugh: Cassard where his marksmanship with him high honors.

CHAPTER IV—Depew is detached from its ship and sent with a regiment of the legion to Flanders where he soon finds imself in the front line trenches.

CHAPTER V—He is detailed to the artillery and makes the acquaintance of the "75's", the wonderful French guns that have saved the day for the allies on many a buttlefield. Before seeing any action, he is ordered back to his regiment in the front line trenches.

CHAPTER VI-Depew goes "over the top" and "gets" his first German in a bay-onet fight.

CHAPTER VII—His company takes part in another raid on the German trenches and shortly afterward assists in stopping a flerce charge of the Huns, who are mowed down as they cross No Man's Land.

CHAPTER VIII-Sent to Dixmude with dispatches, Depew is caught in a Zeppelin raid, but escapes unhurt.

CHAPTER IX—He is shot through the high in a brush with the Germans and s sent to a hospital, where he quickly

CHAPTER X—Ordered back to sea duty. Depew rejoins the Cassard, which makes everal trips to the Dardanelles as a convoy. The Cassard is almost battered to pieces by the Turkish batteries.

that If he wan aigh he did tal gave me a note r and sent him another note by messenger. wanted Murray to go too, but the Old Man said one was enough. So, two days later, I went aboard

in the morning and had breakfast with the sub crew and a good break fast it was, too. After oreal, art shey took stations and the community up on the structure was just under viacone I squatted down c . . . the structure. Then the en

and " qok Tin. I could e from After a s engines to and we began hen ere all the "and directly the peri-Durch mgrebuntman m fer about hill an hour on to back to the surface One of the greates w ng me later on the this ser d rone out of control n ! before and kept diving . . itil she struck bottom. w how ut it was farther than er would take a suli elp it. This garby ar the plates crack: a wonder that they to up from the / athered it, pres-. and in a quarter the surface. While ney sighted smoke,

cort cops and destroyers. They ared their tubes before they got in range. Finally they let go. The first shot missed, but after that they got into it good and the garby said all you could hear was the knocking of the detonated guncotton.

eight battleships, es-

hor

About five minutes later they sighted five destroyers, two on each bow. and one dead ahead. The sub steered in at right angle zigzags and the destroyers stayed with their convoy. The sub launched two torpedoes at less than a mile before diving, to get away from the destroyers an the garby said at least one of as hit These ships must b some of the lucky one down from the North s toy said he thought the" .. on .e Dutch , but he was not coast at the

But this cruise .h.:t I was on was only, a practice cruise and we did not meet with any excitement in the short time that we were out.

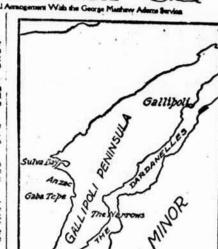
CHAPTER XI.

Action at the Dardanelles.

I made twelve trips to the Dardapelles in all, the Cassard acting generally as convoy to troop ships, but one trip was much like another, and cannot remember all the details, so I will give only certain incidents of the voyages that you might find interesting. We never put into the Dardanelles without being under fire-but besides saying so, what is there to write about in that? It was interesting enough at the time, though, you can take it from me!

Coming up to "V" beach on our third trip to the Dardanelles, the weather was as nasty as any I have ever seen. The rain was sweeping along in sheets great big drops, and driven by the wind in regular volleys. You could see the wind coming, by the line of white against a swell where the drope hit.

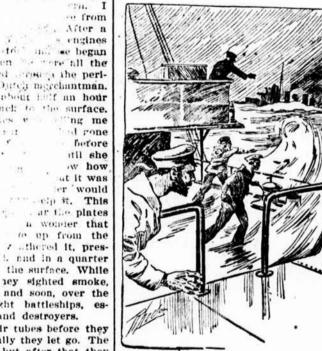
We rounded the point, the seas got choppier, and there were cross currents bucking the ship from every angle, it seemed. You could not see



breaking over our bows three a min kidding us, for we were almost into had the sounding line going until its we carried all the way from Erest. whir-r-r sounded louder than a machine gun in action.

GALLIPOLI MANDANELLES

I was on the starboard bow at the time and had turned to watch some garbies poking at the scuppers to drain the water off the deck. But the scuppers had been plugged and they were having a hard time of it. The officer on the bridge, in oilskins, was walking up and down, wiping off the business end of his telescope and trying to dodge the rain. All of the garbies but one left the scuppers on the starboard side and started across decks to port. The other chap kept on fooling around the scuppers. Then I saw a big wave coming for us, just of the starboard bow and I grabbed the Turkish coast, but the whole fleet hold of a stanchion and took a deer felt happy and fairly confident of vicbreath and held on. When my head showed above water again the other was there we received the news that end of the wave was just passing over there were submarines lying around the place where the garbies had been. Gibraltar. Then they were reported and the officer was shouting, "Un off Malta. We got the news from Brithomme a la mer!" He shouted before



the man really was overboard, because he saw that the wave would get him. I rushed back to the port bow and looked back, for the wave had carried him clear across the decks, and saw the poor lad in the water, trying to fend himself off from the ship's side. But it was no go, and the port propeller blades just carved him into bits.

On our homeward voyage we received word again by wireless that there were Zeppelins at sea. We did not believe this and it proved to be untrue. But there were other stories and taller ones, told us by one of the wireless operators, that some of the garbles believed. This chap was the real original Baron Munchausen when it came to yarning, and for a while he had me going too. He would whisper some startling tale to us and make us promise not to tell, as he had picked it from some other ship's message, and the Old Man would spread-eagle him f he found it out. They probably could have logged him, at that, if they had known he was filling us full of

wind the way he did. He told me one time that Henry Ford had invented something or other for locating subs miles away, and also another device that would draw the sub right up to it and swallow it whole. He had a lot of other yarns that I cannot remember, but I did not, helieve him because I saw he was picking out certain men to tell certain arns to-that is, spinning them where they would be more sure of being believed and not just spinning them any-

So I got pretty tired of this stuff after a while and when we put out from Brest on the fourth voyage I got this fellow on deck in rough weather and began talking to him about the chap who had gone overboard the time before and had been cut up by the propeller. I pretended that, of course, he knew all about it-*two-hundred yards away, the rain that the Old Man had had this garby pushed overboard because he was too

free with his mouth. But this did not seem to do any good, so I had to think up another way.

When we were out two days I got hold of our prize liar again. I figured that he would be superstitious and I was right. I said that of course he knew that a ship could not draw near Cape Helles and get away again unless at least one man was lost, or that, if it did get away, there would be many casualties aboard. I said it had always been that way and claimed that the Old Man had pushed this garby overboard because someone had to go. I said on our other trips no one had been sacrificed and that was the reason we had suffered so much, and that the Old Man had been called down by the French minister of the navy. I told him the Old Man would pick on whatever garby he thought he could best spare. That was all I had to tell him. El-

ther he thought the Old Man knew of his yarning or else he did not think himself of much account, for he disappeared that very watch and we did not see him again until we were on the homeward voyage and a steward happened to dig into a provision hold. There was our lying friend, with a life belt on, another under his head, and the bight of a rope around his waist, fast asleep. Why he had the rope I do not know, but he was scared to death and thought we were going to chuck him overboard at once. I think he must have told the officers everything, because I noticed them looking pretty hard at me-or at least I thought I did; maybe it was my conscience, if I may brag about having one-and I thought one of the lieutenants was just about to grin at me several times, but we never heard any more about it, or any more yarns from our wireless friend.

The fourth voyage was pretty rough, too. The old girl would stick her nose into the seas and many times I thought she would forget to come out. We had a lot of sand piled up against the wheelhouse and after we dived pretty deep one time and bucked out slowly, there was not a grain of sand was so thick, and the combers were left. It looked like the sea was just ute. The coast here is pretty danger quiet water, and here it had just taken ous, so we went in very slowly and one sea aboard to clean up the sand

During the whole voyage you could not get near the galley, which was where our wireless friend hung out when he could. The pans and dixles hauging on the wall stood straight out when the ship pitched, and several heavy ones came down on a cook's head while he was sitting under then: during a heavy sea. That made him superstitious, too, and he disappeared and was not found for two days. But he was a landsman and not used to heavy weather.

sula the fifth time our battle fleet speed. and transports lay off the straits. We could not reach the little harbor on ish trawlers and transports. Our officers said the subs could not reach the Dardanelles without putting in somewhere for a fresh supply of fuel, and that the allied fleets were on the lookmight try to put in. But they got there just the same.

Queen Elizabeth, "the terror of the Tepe, but we did not anchor. Turks," came in. She left England

mine. Hi don't mind tellin' you," he record in this war. said, "that Hi was scared cold at first. dirty trick."

mines, and for all anybody knew, with ships backed into deep water with

Yet the old Lizzie sailed right along, returned to their old anchorages. with her band up on the main deck from the whole fleet.

that if the ship was sunk he would know that the enemy was somewhere in the vicinity. Well, they were headed Davy's locker. right, but they never got past the day after day. I do not know much never claimed. about the histories of armies, but I During our eighth trick off Cape

army and navy after that. first campaign.

They were wonderful boys, these Australians and New Zealanders, of the boys yelled, "She's hit," and we

built, and they fought like devils. It was hand-to-hand work half the time;



"I Saw H. M. S. Gollath Get It."

hardly any sleep, no water, sometimes go some to beat.

held our part of the works until the the only ship left off the cape, time came for everybody to quit, and didethere in the Dardanelles.

On our sixth trip I saw H. M. S. Goliath get it. She was struck three waves all around them. Cnly a hundred odd of her crew were saved.

One day, off Cape Helles, during dinner time. The Prince George and a destroyer sighted the sub at the same time, and the Prince George let go two rounds before the periscope disappeared, but did not hit the mark. Transports, battleships and cruisers were thick around there, all at anchor, and it was a great place for a sub

In no time at all the destroyers breezed out with their tails in the air, throwing a smoke screen around the larger ships. They hunted high and low, all over the spot where she had been sighted and all around it, thinking to ram it or bring it to the surface, so we could take a crack at It. All the rest of the fleet-battleships and transports-weighed anchor When we got to the Gallipoli penin- at once and steamed ahead at full

It was a great sight. Any new ship coming up would have thought the British and French navies had gone crazy. We did not have any fixed tory. We lay off Cape Helles, and it course, but were steaming as fast as we could in circles and half circles, and dashing madly from port to starboard. We were not going to allow that sub to get a straight shot at us, but we almost rammed ourselves doing it. It was a case of chase-tail for every ship in the fleet.

But the sub did not show itself again that day, and we anchored out at every place where the subs again. That night, while the destroyers were around the ships, we slipped our cables and patrolled the coast Then the British superdreadnaught along the Australian position at Gaba

The following day the Albion went with a whole fleet of cruisers and de- ashore in the fog, south of Gaba Tepe, stroyers, and all the Limeys said, and as soon as the fog lifted the Turks "She'll get through. Nothing will stop let loose and gave it to her hot. A Turkish ship came up and, with any next trip the weather was really fine, One of the boys aboard of her told kind of gunnery, could have raked her me he had no idea the Dardanelles fore and aft, but the Turks must would be as hot a place as he found have been pretty shy of gun sense, it was. "Gaw blimey," he said, "what for they only got in one hit before with dodging shells and submarines, they were driven off by H. M. S. Canyou cawn't 'elp but run onto a bloomin' opus, which has made such a fine

Then the Canopus pulled in close to And then Hi thinks of what 'Oly Joe' the Albion, got a wire hawser aboard, (the chaplain) told us one service, and attempted to tow her out under Hin times of dynger, look hupwards,' a heavy fire, but as soon as she started 'e says. So Hi looks hupwards, and pulling, the cable snapped. The crew blimey hif there wasn't a bally plane of the Albion were ordered aft and a-droppin' bombs hon us. 'What price jumped up on the quarter deck to hupward looks, Oly Joe? I sings out, try and shift the bow off the bank. but he weren't nowheres near. Blarst At the same time the fore turret and me, there weren't nowhere you could the fore six-inch guns opened up a look without doin' yer bloody heye a hot fire on the Turkish positions to lighter the ship and shift her by the When the Queen Elizabeth entered concussions of the guns. For a long the Dardanelles, the Turkish butteries time they could not budge her. Then on both shores opened right on her, the Canopus got another hawser They had ideal positions, and they aboard and, with guns going and the were banging away in great style. And crew jumping and the Canopus pulling, the water was simply thick with the old Albion finally slid off and both little harm done to either. Then they

At Cape Helles every one was wideplaying, "Everybody's Doing It." It awake. We were all on the lookout made you feel shivery along the spine, for subs and you could not find one and believe me, they got a great hand man napping. Anything at all passed for a periscope-tins, barrels, spars. They say her Old Man told the boys Dead horses generally float in the he was going to drive right ahead and water with one foot sticking up, and we gave the alarm many a time when it was only some old nag on his way to

On the Cassard the Old Man posted Narrows. They stuck until the last a reward of 50 francs for the first man minute though, and those who went who sighted a periscope. This was a up, went up with the right spirit, good idea, but believe me he would 'Are we downhearted?" they would have had trouble making the award. yell. "No!" And they were not, either, for every man on the ship would be They did not brag when they put it sure to see it at the same time. Each over on the Turks, and they did not man felt sure he would be the man to grouch when they saw that their Red get the reward. The 14-pounders were Caps had made mistakes. Their motto loaded and ready for action on a secwas, "Try again," and they tried ond's notice. But the reward was

do not believe there was ever an army Helles I was amidships in the galley like that of the allies in the Gallipoli when I heard our two 14-pounders go campaign, and I do not think any off almost at the same time. Everyother frmy could have done what they body ran for his station. Going up did. I take off my hat to the British the main deck to my turret a man told me it was a sub on the port bow, but It was hotter than I, have ever I only caught a glimpse of the little known it to be elsewhere, and there whirlpool where her periscope subwas no water for the boys ashore but merged. I do not know why she did what the navy brought to them-some not let loose a torpedo at us. The times a pint a day, and often none at officers said she was trying to make all. The Turks had positions that you the entrance to the Dardanelles and could not expect any army to take, came up blind among our ships and were well supplied with ammunition was scared off by our guns, but I and were used to the country and the thought we had just escaped by the climate. Most of the British army skin of our teeth. Later on our dewere green troops. It was the Anzacs' stroyers claimed to have sighted her off Gaba Tepe.

At noon we were at mess when one

Great big men, all of them, and finely all rushed on deck. There was the British ship, Triumph, torpedoed and listing away over to starboard. She was ready to turn over in a few minutes. One battleship is not supposed to go to the assistance of another one that has been torpedoed, because the chances are the sub is still in the neighborhood laying for the second ship with another torpedo. But one of the British trawiers went to the assistance of the Triumph to pick up the crew.

We could see the crew jumping into the water. Then we breezed out toward the horizon, full speed ahead. All about the Triumph was a cloud of black smoke, but when we looked through the glass we could see she was going down. Then our guns began to bombard the Turkish positions and I had to get busy. When I saw the Triumph' again she was bottom up. She must have floated upside down for almost half an hour, then she went down as though there was somebody on the bottom pulling her.

When she went our Old Man bat get his telephone on the bridge rall av? swore at the Huns and Turks and broke his telescope lens to bits. About fifty from the Triumph were lost.

It was decided that the place was too hot for us with that sub running loose, and when they reported that no food. They made a mark there at afternoon that she was making her Gallipoli that the world will have to way south from Gaba Tepe to Cape Helles all of the fleet but the Majestic Our boys were on the job, too. We got under way, and the Majestic was

They said the Majestic was then the it was no picnic. The French should oldest of the ships in that campaign, be very proud of the work their navy but she was the pride of the British fleet just the same. She was torpedoed off Cape Heiles later on, when there were a number of men-of-war off the cape. The sea was crowded with men times by torpedces and then shelled. Swimming and drowning. I saw a lifethe water, with shrapnel cutting the boat crowded with men and other men in the water hanging onto her, and there were so many hanging on that they started to pull her under. Of our seventh trick at the Dardanelles, let go to save those in the boat. Most of them were drowned.

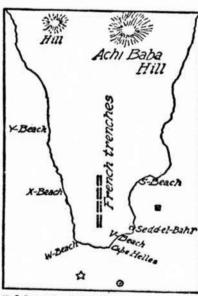
The Majestic listed so that the men could not stand on deck, and the sides were covered with men hanging on to ropes and not knowing whether to jump into the sea or not. We lowered all our lifeboats and steam launches, and so did the other ships. We picked up a number of the crew and were pretty close to the Majestic when she went down like a rock. As she went down she turned over and a garby ran along her side to the ram at her bow and got on it without even being wet. A bont picked him up off the ram, which stuck out of the water after the ship had ceased to settle.

She had torpedo nets on her sides, and many of the crew were unable to get clear of the nets and went down with her. Quite a lot were caught below decks and had no possible chance to escape. There was a big explosion as she went under-probably the boilers bursting. Thousands of troops on shore and thousands of sallors on the ships saw the final plunge, and it was a sight to remem-When the ship started to go, the Old Man rushed back to his cabin, got the signal book and destroyed it. Also, he saved the lives of two of his

We gave dry clothes and brandy and coffee to the Limeys we rescued, and though they had just come through something pretty tough, they were calm and cool and started talking right away about what ship they would probably be assigned to next.

CHAPTER XII.

A Pal Crucified. but it did not please us much, for as



B Where the GOLIATH was wrocked.

Where the MAJESTIC was wrecked.

Where the CASSARD engaged the WERPT and the KAISERLICHE MARINE.

soon as we got in range the enemy batteries opened up on us and the shell fire was heavier than any we had been in before, though not more effective. We drew in on a bright morning, about half past five or six, with our convoy, the troopship Champagne, ahead of us and going slowly, sounding all the way.

At this part of the shore there is a dock about a mile and a half long. running back into the country and terminating in a road. The Champagne was making for this dock. sounding as she went. Suddenly, when she was within 500 yards of the shore, saw her swing around and steer in a crazy fashion. We began asking each other what was the matter with her, but we learned afterwards that her rudder had been torn off, though we never found out how, nor do I think anyone ever knew.

Then she went aground, with her stern toward the shore and listed over to port. You could see different articles rolling out and down the side. Then her back broke. The quarterdeck was crowded with men half dressed, with life belts on, jumping over the side or climbing down. There was an explosion and a cloud of black smoke broke over us, and for a while I thought I was blinded.

All the time the shells were raining in on us and on the Champagne. When I could see again I saw the men on the Champagne climbing down the starboard or shore side. One chap was

THE FARMER MUST HAVE RUGGED HEALTH



Many Break Downs and Failures Due to Exposure and Hard Work Catarrh in Some of It's Many Forms Claims Thousands

Every farm family has its medicine cabinet and in almost every one will be found a bottle of Dr. Hartman's World Famous Peruna. For coughs, colds and catarrh it is invaluable. It's use is indicated in all cases of catarrhal inflammation and congestion whether of respiratory organs, stomach, bowels or other organs of the

without distress. He says: "I am Peruna is sold everywhere. mended Peruna. I took all together five bottles and am a well man. Formerly, I could not do a day's work. Now, farm work does not catarrh and colds.

Mr. W. J. Temple of 300 Lincoln Ave.. Delaware, Ohio, suffered for years with inflammation of the mucous linings of the stomach and bowels. According to his own story he did not eat a meal for five years a farmer and must be exposed to may buy it in either liquid or tab-all kinds of weather. After years let form. Ask for Dr. Hartman's of suffering, a druggist recomof suffering, a druggist recom- Well Known Peruna Tonic and if you are seeking health take nothing else. Insist upon Peruna.

If you are sick and suffering,

fatigue me in the least. Peruna is write The Peruna Company, Dept. the best medicine and tonic on the 77, Columbus, Ohio, for Dr. Hartmarket. Time only strengthens my man's Health Book. The book is admiration for it, especially for free and may help you. Ask your dealer for a Peruna Almanac.

going down hand over hand along a stanchlon, when another fellow above him let go and slid right down on him. The first man fell about thirty feet landing in the water with his neck doubled under him. Our lifeboats and launches were out picking up sur-

Those who got safely over the side started to swim ashore, but when they had gone only a little way they found they could wade in. When the water was only up to their waists they came upon barbed wire entanglements and not a man got ashore that way but was scratched and clawed and mangled horribly. Some of them that I saw afterwards were just shredded along the sides of their bodies like coconuts. A great many of them. though, were killed by shrapnel while

they were in the water. On board the Cassard our guns had been busy all the time, and it was not long before we put one enemy battery out of commission. We had suffered a bit, too, but not enough to worry us. There were about 3,000 men on the Champagne, I think, and at least a third were killed or drowned, and the casualties must have been lmost two-thirds. The ship was just a mass of wreckage.

They called for a landing party from the Cassard, and officers asked for volunteers for trench duty. I was not very keen about going, because I had been in trenches at Dixmude, and I knew how pleasant they were-not, but I volunteered, and so did Murray. We went ashore in our boats under a heavy fire. There were 12 men killed in the lifeboat in which I was. I escaped without a scratch.

We were mustered up on shore and volunteers were called for, for sentry duty. Murray volunteered. If he had only gone on with the rest of us he might have come through. After a short wait we were given the order to advance. The firing became heavier about this time, so we went at the double. We had not got very far before we had a fine little surprise party handed us.

The front line was running over what appeared to be good, solid ground, when they broke through and fell into trenches 30 to 40 feet deep. These trenches had been dug, covered over with 1/4-inch boards and then with dirt, and were regular man-traps. Sharp stakes were sticking out of the perfectly harmless. parapet and parados, and at the bottom were more stakes and rocks and mercury and attacks your bones. barbed wire.

the first line fel seen it 't was too sickening, ing for you.

Our casualties were sent back to the ship. One boat was sunk by a shell and all the men lost.

We remained where we were scratching out shallow trenches for ourselves, finding what natural cover there was and otherwise getting ready for the night, which was near. It began to rain and we could hardly keep any fires going, because we had to shelter them from the shore side, so the enemy could not spot us, and the wind was from the sea. It was certainly miserable that night.

Every once in a while we would stand by to repel an attack, whether it was a real one or not, and we were under fire all the time. It seemed as if morning would never come. The sand was full of fleas-great big boys —and they were as bad as any

cooties I had ever had at Dixmude. The morning came at last, and I was detailed with a fatigue party to the beach where we had landed stores. When we got down to the docks I missed Murray and asked where he was. They said he had been missing from his post not more than an hour from the time we left.

I left my fatigue party, without orders, and joined in the hunt for Murray. There were men searching all along the docks and on the shore to each side. Finally I saw a bunch of men collect around a storehouse at the farther end of the docks on the shore side. I ran up to them.

(To Be Continued)

CALOMEL SALIVATES AND MAKES YOU SICK

Acts like dynamite on a sluggish liver and you lose a day's work

There's no reason why a person should take sickening, salivating calomel when a few cents buys a large bottle of Dodson's Liver Tone-a perfect substitute for calomel.

It is a pleasant, vegetable liquid which will start your liver just as surely as calomel, but it doesn't make you sick and can not salivate.

Children and grown folks can take Dodson's Liver Tone, because it is Calomel is a dangerous drug. It is

Take a dose of nasty calomel today We were advancing with bayonets and you will feel weak, sick and naufixed and arms at the carry, so when seated tomorrow. Don't lose a day's and some of the work. Take a spoonful of Dodson's second, the boys of the third line came Liver Tone instead and you will wake running up, and in the scramble that up feeling great. No more billiousfollowed many of the chaps in the first few lines were bayoneted by their comrades. I was in the third line, but Your druggist says if you don't find and did not fall in. You could not look Dodson's Liver Tone act better than down into that trench after you had horrible calomel your money is wait-

> THE 'DISABILITY INSURANCE PROVISON" OF THE SOUTHERN LIFE AND TRUST COMPANY IS "THE LAST WORD IN LIFE IN-SURANCE PROTECTION.

> Under the Southern Life and Trust Company "Disability Insurance Provision," payment of premiums immediately cease upon total and permanent disability, and the Company pays the insured an income for life at the rate of one-tenth of the face amount of the policy, payable monthly.

Chesterfield Loan & Ins. Co.

C. C. DOUGLASS, Manager

ALSO FIRE, ACCIDENT, HEALTH, HAIL, LIVE STOCK

INSURANCE We Buy and Sell Real Estate-Money Loaned