

Classified Advertising

FOR SALE	FOUND.
FOR SALE—179 Angora goats and kids. For particulars address E. H. Wase, Kerby, Ore. 894f	FOUND—Bar pin. Owner can secure same at Courier office. 21
FOR SALE —1917 model 5-passenger Ford in good condition. Clyde E. Niles. 651f	ATTORNEYS
FOR SALE—All kinds of mining machinery, including mills, concentrators, crushers, steam pumps, 60-h. p. boiler, electrical equipments, motors and generators, air drills and stopers, machine steel, blowers, water wheels, redwood tanks and pulleys, wood and iron miscellaneous assortment, including turn tables, shaft bucket and large platform scale, classifiers and zinc shavings. This machinery can be seen at the warehouse of the Grants Pass Hardware Co., or can communicate with Mark Whipple, Taktima, Ore. 28	H. D. NORTON, Attorney-at-law. Practices in all State and Federal Courts. First National Bank Bldg.
FOR SALE—10 head of choice dairy cows—Jerseys, high grade, E. C. Neely, Rt. No. 2. 22	COLVIG & WILLIAMS, Attorneys-at-law, Grants Pass Banking Co. Bldg., Grants Pass, Oregon.
I HAVE a fine lot of young Flemish Giant rabbits at 15 per pound. Also a few Angoras. Will be at home evenings after 5 o'clock. S. A. Pottorf, 715 North Ninth street, Grants Pass, Ore. 22	E. S. VAN DYKE, Attorney. Practice in all courts. First National Bank Bldg.
TO RENT	O. S. BLANCHARD, Attorney at Law. Golden Rule Building Phone 270. Grants Pass, Oregon.
FOR RENT—6-room house with bath and large garden planted. 209 Foundry street. Inquire opposite, or Moss renting agency. 861f	BLANCHARD & BLANCHARD, Attorneys, Albert Bldg. Phone 226-J. Practice in all courts; land board attorneys.
FOR RENT—Furnished modern 5-room cottage, gas. Inquire Beat Fuller Realty. 601f	C. A. SIDLER, Attorney-at-law, residence in bankruptcy, Masonic temple, Grants Pass, Ore.
FOR RENT—6-room house, almost furnished, modern. Large yard for chickens. Sleeping room out side for three beds. Rent, \$8.50. Inquire Mr. Day, corner Fifth and Evelyn. 27	VETERINARY SURGEON
WANTED	DR. R. J. BESTUL, Veterinarian. Office, residence. Phone 303-R.
WANTED at once—Two men to cut 4-foot wood. Long job at \$2 per cord. Good house and water on the place. Call or address L. A. Eldridge, 216 Burgess street, Grants Pass. 22	PHYSICIANS
WANTED—Housekeepers for two places. Inquire 300 Foundry St., corner of Booth. 25	L. O. CLEMENT, M. D., Practice limited to diseases of the eye, ear, nose and throat. Glasses fitted. Office hours 9-12, 3-5, or on appointment. Office phone 62, residence phone 359-J.
WANTED—To rent, ranch with option of buying. Address No. 1164 care Courier. 22	S. LOUGHRIDGE, M. D., Physician and surgeon. City or country calls attended day or night. Residence phone 369; office phone 182. Sixth and H. Tuffs Bldg.
MISCELLANEOUS	DR. J. O. NIBLEY, Physician and surgeon. Lundburg Bldg. Health officer. Office hours, 9 to 12 a. m. and 1 to 5 p. m. Phone 310-J.
TETHEROW Plumbing and Sheet Metal Works, 610 F street. 28	DENTISTS
BARNES & CO. Cash Store—Fresh groceries; dry goods, general stock merchandise; second hand goods of all descriptions. 406 South Sixth street. A square deal to all. 33	E. C. MACY, D. M. D. First-class dentistry. 109 1/2 South Sixth street, Grants Pass, Oregon.
FOR TAXI SERVICE—Call 183-J; country of city calls; stand at Stag. A. J. Powers. 46	PHOTO STUDIO
All kinds of legal blanks at the Courier.	PICTURE MILL—Will close for vacation: open about August 1. Watch for announcement. 621
	MUSICAL INSTRUCTION
	J. S. MACMURRAY, teacher of voice, culture and singing. Lessons given at home of pupil if requested. Address 716 Lee street.
	DRAYAGE AND TRANSFER
	COMMERCIAL TRANSFER CO. All kinds of drayage and transfer work carefully and promptly done. Phone 181-J. Stand at freight depot. A. Shade, Prop.
	THE WORLD MOVES; so do we. Bunch Bros. Transfer Co. Phone 397-R.
	F. G. ISHAM, drayage and transfer. Safes, pianos and furniture moved, packed, shipped and stored. Phone Clark & Holman, No. 50. Residence phone 124-R.

Gunner Depew

By
Albert N. Depew

Ex-Gunner and Chief Petty Officer,
U. S. Navy. Member of the Foreign
Legion of France—Captain Gun
Turret, French Battleship Cassard—
Winner of the Croix de Guerre

Copyright, 1918, by Kelly and Britton Co., Through
Special Arrangement With the George
Matthew Adams Service.

SYNOPSIS.

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

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 dreadnaught Cassard, where his marksmanship wins him high honors.

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

CHAPTER V—He is detailed to the artillery and makes the acquaintance of the "Jas", the wonderful French guns that have saved the day for the allies on many a battlefield. 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 bayonet fight.

CHAPTER VII—His company takes part in another raid on the German trenches and shortly afterward assists in stopping a fierce 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 thigh in a brush with the Germans and is sent to a hospital, where he quickly recovers.

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

Then the Canopus pulled in close to the Albion, got a wire hawser aboard, and attempted to tow her out under a heavy fire, but as soon as she started pulling, the cable snapped. The crew of the Albion were ordered aft and jumped up on the quarter deck to try and shift the bow off the bank. At the same time the fore turret and the fore six-inch guns opened up a hot fire on the Turkish positions to lighten the ship and shift her by the concussion of the guns. For a long time they could not budge her. Then the Canopus got another hawser aboard and, with guns going and the crew jumping and the Canopus pulling, the old Albion finally slid off and both ships backed into deep water with little harm done to either. Then they returned to their old anchorages.

At Cape Helles every one was wide-awake. We were all on the lookout for subs and you could not find one man napping. Anything at all passed for a periscope—tins, barrels, spars. Dead horses generally float in the 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 Davy's locker.

On the Cassard the Old Man posted a reward of 50 francs for the first man who sighted a periscope. This was a good idea, but believe me he would have had trouble making the award, for every man on the ship would be sure to see it at the same time. Each man felt sure he would be the man to get the reward. The 14-pounders were loaded and ready for action on a second's notice. But the reward was never claimed.

During our eighth trick off Cape Helles I was amidships in the galley when I heard our two 14-pounders go off almost at the same time. Everybody ran for his station. Going up the main deck to my turret a man told me it was a sub on the port bow, but I only caught a glimpse of the little whirlpool where her periscope submerged. I do not know why she did not let loose a torpedo at us. The officers said she was trying to make the entrance to the Dardanelles and came up blind among our ships and was scared off by our guns, but I thought we had just escaped by the skin of our teeth. Later on our destroyers claimed to have sighted her off Gaba Tepe.

At noon we were at mess when one of the boys yelled, "She's hit," and we 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 trawlers 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 banged his telephone on the bridge rail and 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 afternoon that she was making her way south from Gaba Tepe to Cape Helles all of the fleet but the Majestic got under way, and the Majestic was the only ship left off the cape.

They said the Majestic was then the oldest of the ships in that campaign, but she was the pride of the British fleet just the same. She was torpedoed off Cape Helles later on, when there were a number of men-of-war off the cape. The sea was crowded with men swimming and drowning. I saw a lifeboat 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 their own accord the men in the water 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 boat 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 sailors on the ships saw the final plunge, and it was a sight to remember. 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 men.

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 XXII

A Pal Crucified.

When we got to "V" Beach on my next trip the weather was really fine, but it did not please us much, for as

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,

The California and Oregon Coast Railroad Company

TIME CARD

Daily except Sunday
Effective May 1, 1918

Train 1 Lv. Grants Pass. 1:00 p. m.
Train 2 Lv. Waters Creek 3:00 p. m.

All trains leave Grants Pass from the corner of G and Eighth streets, opposite the Southern Pacific depot. For all information regarding freight and passenger service call at the office of the company, Lundburg building, or phone 131 for same.

CHICHESTER'S PILLS

TIME DIAMOND BRAND
Ladies! Ask your Druggist for
Chichester's Diamond Brand
Pills in Black and Gold wrapper.
They are small, and they are
sure, and they are safe.
Take no other. If you are
suffering from any of the
above troubles, ask for
DIAMOND BRAND PILLS, for 25
years known as Best, Safest, Always Reliable.
SOLD BY DRUGGISTS EVERYWHERE

I 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 quarter-deck 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.

(To be continued.)

Ford
THE UNIVERSAL CAR

Car load new Fords
just received. We
have three not yet
sold. Get yours be-
fore they are gone.

\$537.50

C. L. HOBART CO.