



### The "Pony" that replaces a Team

WITH the introduction of the "Pony" tractor, Massey-Harris extended the advantages of power farming to practically everyone who makes his living from the soil. There are thousands of farmers and market gardeners whose acreage does not justify the investment in large-size tractor equipment. Such men were barred from the use of power machinery until the "Pony" came into the picture. Today, it is helping them to increase their farm output, reduce production costs, and eliminate old-fashioned drudgery.

The "Pony" is an outstanding example of the farm-minded engineering that lies behind every Massey-Harris machine. In designing the "Pony", Massey-Harris engineers were not content merely to build a small-size low-cost tractor. They studied the kinds of work

that a small tractor would have to do, in practical farm use, to give satisfaction to its owner... and they calculated the requirements of power, traction, weight, and endurance that such work would call for. As a result, the Massey-Harris "Pony" out-weighs, out-pulls, and out-works every other tractor in its class. It will do more work than a team, and much more work than a little walk-behind tractor.

Going further, Massey-Harris engineers designed an assortment of quick-mounted tools for the "Pony"... exactly the right size to yield the maximum amount of finished work per hour of time and per gallon of gasoline. With these tools, the "Pony" not only does more work than a team, but does it better, faster and cheaper.

## MASSEY-HARRIS

Established 1847

TORONTO MONTREAL MONCTON WINNIPEG BRANDON SASKATOON  
 REGINA YORKTON SWIFT CURRENT CALGARY EDMONTON VANCOUVER

### SEE THE



## PONY TRACTOR

IN STOCK AT

TRACTOR SERVICE  
**TAYLOR**  
 FARM IMPLEMENTS

### Georgetown Boy Assists In Navy Rescue

Cadet Douglas Latimer, son of Mr. Donald Latimer of town had a thrilling experience and a real taste of the sea recently when his ship, H.M.C.S. Iroquois participated in the sea rescue of a crippled Panamanian freighter. Doug, who will enter second year Arts at Toronto University this fall, is spending the summer in training with the RCNVR. The following article, which appeared in the Halifax Chronicle-Herald tells the story of his experience:

Winning a running fight against mountainous seas and a 40-mile-an-hour norwester, the H.M.C.S. destroyer Iroquois, under command of Lieut.-comdr. T. C. Pullen, arrived in Halifax late Saturday afternoon, a few hours before the disabled 4,200 Panamanian freighter Evgenia, who had called for assistance Friday afternoon due to rudder trouble while 75 miles off Halifax.

The Iroquois, recently commissioned as the R.C.N. cadet training ship to replace H.M.C.S. Magnificent had just anchored south of George's Island shortly after 3 o'clock, Friday afternoon after completing a five-day training cruise to Provincetown, Massachusetts, when she received the terse Navy signal to proceed "with all dispatch" to a point 75 miles off Halifax to aid the disabled craft. Fortunately, under Lieutenant Art Blackie Dartmouth, Chief Engineer all was in readiness for a quick start. In less than half-an-hour the Iroquois was on its way back to sea, slipping along at 25-knot pace and aided by the 40-mile gale.

For the 80-odd cadets of the Royal Canadian Navy who were aboard the "training cruise" suddenly developed into a race which could have meant human lives. Less than an hour after leaving Halifax, the Iroquois wireless room under Communications Officer Lieutenant "Hank" Sprott, of Toronto, had established contact with the crippled freighter which at that time was believed to be drifting at the mercy of the 40-mile gale and the heavy seas. The Evgenia had hoped that the sleek Canadian tribal class destroyer would be along side to supply aid before darkness settled down. Around 7.30 o'clock Lieut. comdr. Pullen brought the Iroquois to the position where it was thought the Evgenia should have drifted during the four hour race. During that time contact had been lost with Halifax and the disabled ship was unable to provide anything resembling a corrected bearing.

As darkness settled down, the Navy destroyer continuing at a pace better than 23 knots covered the area. Searchlights played the skies, rockets were fired.

The destroyer captain then decided on a new bit of strategy. However, before leaving that position he decided to fire another rocket. That was at approximately 9.33 p.m. Almost a half-hour later the Evgenia reported that she had seen a "white rocket" a "few minutes later." That was the first break in the long search.

For two hours it was strictly hide-and-seek. Anxious eyes scanned the darkened skies as officers, members of the ship's regular company and cadets hoped that they would be able to reach the distressed freighter before she was in serious danger.

Then around 11.40 the hide-and-seek chase began to bear fruit for the patient Iroquois' captain. His strategy plus the sharp navigating of Navigation Officer Jack Farquhar, Oakland Road, Halifax, began to pay off. The radar operator reported that a boat was located about 28,000 yards away around the 330 degree mark. Coin-

## DOMINION ROYAL TIRES



Everybody Wants 'Em!

They're in big demand—these tough, long-wearing Dominion Royal Tires. Get yours now for safer driving. You'll like our prompt service.

### Donaldson's Garage

Norval — Brampton Phone 327-12  
 We specialize in General Repairs

### General Haulage

SAND — GRAVEL — FILL  
 CEMENT BLOCKS — CEMENT  
**CHARLES HANCOCK**  
 PHONE 113-7

### McNally & Lane Co. Ltd.

CONTRACTING  
 Lumber Building Supplies  
 Shingles — Wallboard — Plywood  
 Siding — Cement — Gyproc Lath  
 TILE AND HARDWOOD FLOORING  
 Elgin Street Phone 18W

... incident with this report came the announcement from the bridge by Officer of the Watch Lieutenant Harry Brissenen of Kemptville, a Queens' university student and a member of the R.C.N. reserve, that a faint light was seen in almost the same position. Lamp signals were flashed, faintly they were returned. The destroyer began to move in near the disabled freighter. Almost an hour later the distance had been covered, and the Navy destroyer still battling the high winds and rough seas, was alongside. Due to ocean conditions it was decided that in view of the high winds and seas any effort to put a tow line aboard would be left till morning as it was then known that the freighter was in no immediate danger. At this time the freighter stated that by using the winch to support the rudder they were able to proceed at approximately five knots over an erratic course. This was the route for the night. The Iroquois at about nine knots loomed alongside the ship ready to give help in the case of emergency. Early in the morning a sharp change in wind almost tossed the disabled craft to the bow of the destroyer, and collision was averted by a quick "full astern" movement. Throughout the morning the Iroquois actually could have filled the bill of an "escort ship." The freighter moved slowly ahead, and with information supplied from the destroyer was able to place itself on the incoming lane of Halifax. This continued until around 1.30 p.m. when the Evgenia signalled that she could proceed "on her own". Several hours after the destroyer reached Halifax the Evgenia made port and remained in the stream. This morning she will berth at Pier 7 where work on the rudder repair will be started. The heavy seas, which at times was accompanied by a driving rain, took its toll. During the night the big waves, which carried over the bow of the ship and right up over the front guns, tossed spray over the bridge, drove one of the dinghies against the iron rail of the ship, splintering the small boat to pieces.

### CARLING'S CONSERVATION CORNER



IS YOUR WIFE THE TYPE WHO WOULD GET YOU IN HER LAUNDRY TUB WHILE SMOKING IN THE FRONT ROOM?



AND DOES HER INHERENT FEAR OF FIRE COMPEL HER TO PLACE A FIRE EXTINGUISHER NEAR GRANDPA WHO ALWAYS SMOKES HIS CIGARETTES UNTIL THEY ARE OUT OF SIGHT?



IF SHE IS, THEN BY ALL MEANS TAKE HER ALONG WHEN YOU MOTOR THROUGH OUR MAGNIFICENT PARKS AND COUNTRYSIDE

NOW ROBERT, INSTEAD OF USING OUR PROVINCE AS AN ASHTRAY, USE THIS ONE IN THE CAR

A CANADIAN PATRIOT IF THERE EVER WAS ONE



A FEW HUNDRED YEARS OF NATURE'S HANDIWORK CAN BE DESTROYED IN A FEW HOURS BY A THOUGHTLESS OR CARELESS SMOKER

Forest fires cost Canadians over \$4,000,000 a year in timber alone—and most of them are started through human carelessness. Trees are among the most valuable assets we have—let's not destroy them needlessly.

Nature Unspoiled — YOURS TO ENJOY — YOURS TO PROTECT

**CARLING'S**  
 THE CARLING BREWERIES LIMITED  
 WATERLOO, ONTARIO