



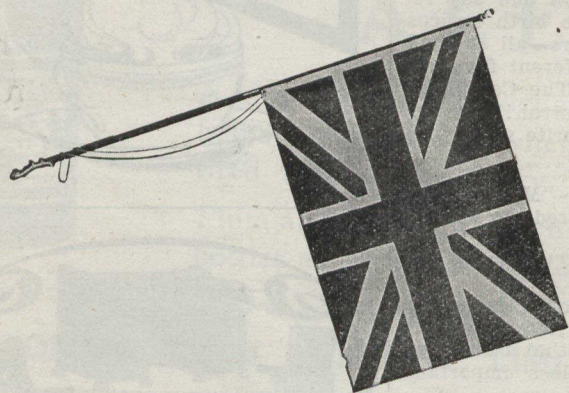
DUNLOP TREAD
SEAL OF QUALITY
TRACTION

Dunlop Tires enjoy longer life; so does the bicycle owner using them—the tires cannot wear down as quickly as the ordinary kind because the corrugations are on top and sides both. The owner avoids accidents because **Dunlop Traction Tread Tires** are skid-proof—the V-moulded tread has a wonderful resistance to the road in times of peril.

Your dealer is the man to see.

D. 119

DUNLOP TIRE & RUBBER GOODS COMPANY, Limited
HEAD OFFICE: TORONTO
Makers of Tires for Automobiles, Motor Trucks, Motorcycles, Bicycles and Carriages, Rubber Belting, Packing, Hose, Heels, Mats, Tiling, and General Rubber Specialties.
BRANCHES IN LEADING CITIES



Live Under the Old Flag

Not merely the flag that "braved a thousand years the battle and the breeze"; but the flag that stands for liberty to every man, for freedom of the home, for the joy of democratic living.

A FLAG FOR EVERY HOME

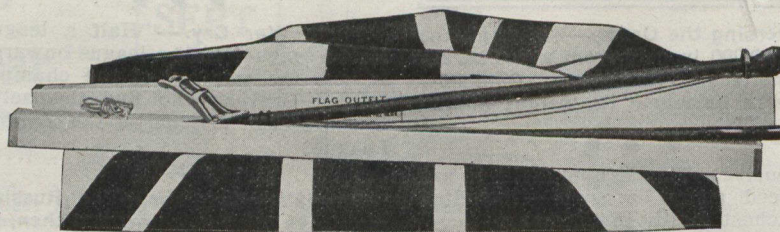
Living under the British or the Canadian flag does not mean merely the flag on the Town Hall, the Parliament Buildings and the Armouries. It means the flag directly over your door. Lots of people live under the flag that is owned by somebody else. They imagine that a flag must have a flag-pole on the lawn or on the roof. But the flag for ever home means a flag that can be flung from any window, verandah-post or gable.

Believing this, THE CANADIAN COURIER has arranged to supply to its readers, suitable home flags at the moderate prices quoted below.

These flags are Made-in-Canada, and their wearing qualities are guaranteed by THE CANADIAN COURIER. They are cheap enough for the most modest purse and good enough for the wealthiest home.

MAIL ORDERS PROMPTLY FILLED.

All orders promptly filled by return mail. Send to-day, using coupon. No letter necessary if coupon is carefully filled out.



This Union Jack 32x48 inches, complete with pole (6 feet long), halyard, and window socket, at \$1.45, post paid, is a real bargain. It is designed to fly from an upstairs' window.

The Canadian Courier,
Toronto, Canada.

COUPON

Send me a flag. I have indicated with an X the one I want, and am remitting herewith the amount quoted above for this flag.

Name.....

Address.....

SIZES AND PRICES:

Union Jack, 32x48 inches 51 cents, Mail Post Paid
(Canadian Ensign, same size, 5 cents extra.)

Union Jack, 32x48 inches (same flag as above), complete with pole
(6 feet long), halyard and window socket, \$1.45, Mail Post Paid
(Canadian Ensign, same size, 5 cents extra.)

Union Jack, 24x36 inches 25 cents, Mail Post Paid

Union Jack, 20x28 inches 20 cents, Mail Post Paid

Set of Allies' Flags, 6 in number, 15x20 inches, 60 cents, Mail Post Paid

A Man Named Brady

(Continued from Page 11.)

into Winnipeg less than three hours late—forty-five hours out of Toronto.

NOR was the chief feature of the trip from Cochrane to Winnipeg that reluctant engine, nor was it the staring natives who watched a palace train go by for the first time, nor was it the idea of a great empire which will be built up in the next half-century in the Clay Belt of Northern Ontario; it was Brady's belief in the new national route.

"Is it built as well as you expected?" he was asked.

"Shut your eyes and you will not know there is a curve on the road," was the answer.

"Did you ever ride on a smoother road-bed in Canada?" he asked, in turn. And, truly, it was splendid, and so admitted.

"There is some fixing up to do yet, but it is in a higher stage of perfection than any railway ever was when traffic started over it," said the G. S., and his manner and his tone indicated that he would wager his last dollar on the accuracy of his statement.

Nearly fifty years ago, Hon. Alexander Mackenzie or some other opponent of Sir John Macdonald declared that the C. P. R. transcontinental would not carry enough to pay for the axle-grease. Yet the C. P. R. has earned a hundred and forty millions in one year. So there are those who say that the National Transcontinental will not earn enough to pay the salaries of the engineers, brakemen and conductors. But Brady does not say that. He does not think it. He knows differently. He believes in the road and in the country which it serves. There may be deficits, but in the end this portion of the "Canadian Government Railways" will win out.

OF course, it may be freely admitted, that this road was built too soon. It may also be frankly stated that it cost too much money. There are frills along the route which will moulder and decay before they are ever called into use. There are miles of unnecessary sidings and fencing. But that is a political story and it has no relation to Brady who eschews topics which have a political tinge.

But if you talk around and around, this way and that, and presume on Brady's hospitality, you will find that he is not opposed to wooden bridges which are to be found here and there, or to the momentum grades east of Cochrane. While he is proud of all the good features, Brady regards a government dollar as he would a Brady dollar, and he is willing to wait for these refined improvements.

That old controversy between Hon. Geo. P. Graham, who as minister of railways under Laurier, passed these extravagances, and Hon. Frank Cochrane, minister of railways under Borden, who cut them out, is a dead horse. Graham was wrong and Cochrane is right, but perhaps the result would have been the same if Cochrane had been Graham and Graham had been Cochrane. The year 1905 was a year of extravagance; the year 1912 was one of retrenchment. Some of the features of the Transcontinental represent wasted money; but so does the famous Lynch-Staunton report.

But Brady must take things as he finds them, and he proposes to waste neither time nor energy in licking the dead coon around a stump. Brady proposes to operate the most northerly transcontinental of the eight which now adorn North America as if it were as important as the other seven in the matter of economy. He recognizes that the people's money is in the road, rightly or wrongly, and that it is his business to make the earnings justify the investment as far as this is humanly possible.

WHILE this newly inaugurated "National" train from Toronto to Winnipeg, and the other trains on this and other portions of the National Transcontinental are earning money now and will earn more shortly, Brady's great task is to