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Last night the few remaining witnesses were interrogated, and now nothing were interrogated, and now nothing practically remains but the pronounc-ing of the verdict. It was 11.30 p.m. before the inquest adjourned, the final session to be held in Dingman's Hall Monday night. Alex. Smith, mechanical superinten-dent of the Street Railway, was called. In reply to a preliminary ques-tion bearing upon the accident at the crossing on Thursday he attributed it to the carelessness of the motorman. A

too beams on Thursday he attributed it to the carelessness of the motorman. A brake applied power to a car in pro-portion to the weight of the latter, due to the increased leverage, so that the weight of the car bore direct connec-tion with its effectiveness. The ut-most a brake could do was to skid the wheels. A hand brake was more re-liable, tho not capable of being manipu-lated so quickly. The air brake was prone to get out of order. Cars oper-ating on uptown lines were being equip-ped with momentum brakes, they be-ing newly constructed cars. He couldn't say why such cars were not being placed on the King-street route. "Alex. McRae, chief engineer of the

say why such cars were not being placed on the King-street route. Alex. McRae, chief engineer of the waterworks, could not state whether there had been anything wrong with any part of the mechanism before the actual smash up. That the brakes had apparently been reversed before the accident was the gist of the deposition of James A. Bannon of the city engineering staff. Thomas Buckley, foreman of the in-spection department at the Don barns, had oiled and examined the brakes the night before the collision. He had found no defects. F. J. J. Smith and Peter O'Byrne of the inspection gang gave corrobor-ative testimony. William Pitchafer, who had relieved Smith, had found a jammed nut on the front wheel, which he had adjusted. William Maguire, motorman, reiterated previous evidence.

FIREMAN WILL SUE.

H. H. Dewart has been instructed to bring suit against the Toronto Rallway Company on behalf of Fireman Charles Ardagh of Hose 11, for unstated damages. Mr. Ardagh is still confined to bed as a result of the accident or. Sherbourne-street when the hose wagon was run down by a trolley. Windsor Lodge, S.O.E.B.S.

Windsor Lodge, S.O.C.B.S. At a large gathering of the members of Windsor Lodge, corner College and Brunswick-avenue, the election of offi-cers resulted: Past president, Harry Braim; president, S. Deuve; vice-presi-dent, James Darwin; chaplain, John Darwin: secretary, S. Rich; treasurer, H. W. Thorpe; committee, George Da-vis, C. Varlay, W. Davis, J. Harwood, J. A. Bertie and G. Saxton; inper J. A. Bertie and G. Saxton; inner guard, E. Beaton; outside guard, A. Burge; auditors, F. J. Davis, G. Mor-ley, and A. R. Beesby; trustees, J. Reeves and F. Fleet; delegates to hospital committee, F. J. Davis; repre-sentatives to juvenile lodge, F. Kelly, S. Dawé, H. Braum and H. W.

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Ohio Lawyer Sues. Justice Street yesterday reserved judgment in the sult of C. H. Howland, attorney of Cuyahoga Falls. Ohio, against John Patterson of Hamilton and the Nickel Copper Company of Ontario for \$3500, alleged to be due

on options secured for the company in New Ontario,

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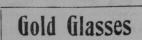
For elderly people, particularly, a good Reading Glass is a comfort.

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