HESSE CASE

A Number of Witnesses Put on the Stand.

William Eckels, Organist of St. John's Episcopal Church, Providence, Rhode Island.

Considered Prof. Hesse One of the Finest Church Organists in America-Motorman Garfield's Evidence.

In the Hesse case Monday morning, Thomas X. Gibbons, shoemaker, was the first witness examined by Dr. Outgley. He was walking down Main street with a young man named Davis the day of the accident. He saw Prof. Hesse standing up in the car, and as it jumped the curve and struck the curb he saw Hesse thrown out head first. Witness ran up to him and saw the bone sticking through the

Cross-examined by Mr. Pugsley, witness said he saw the car going for about 70 feet. Only the top of the car was injured. He could not say how many passengers were in the car. could not say whether Prof. Hesse was on the step or in the car-He know he was not on the lower step, and as far as witness could tell Prot. Hesse was standing in the car. His hands broke away from the bar he was holding and he fell head first to the pavement. His head did not strike the pavement. Witness talked about the accident, but he did not tell any-one that Prof. Hesse jumped from the car. He did not tell Constable Wiley that Mr. Hesse jumped. When picked up Hesse was four or five feet from the car. Witness know Garfield, the motormen, but has not spoken to him sirce the accident. He did not knew where Garfield went since he left the company's employ. Witness did not the conductor leave the car.

also described it. He saw the con-ductor thrown out and light on his hip. This was between the track and the ourbetone. Witness thought there about eight passengers in the None of these passengers were

Cross-examined by Mr. Pugsley, the w'tness said he knew the conductor and motorman of the car. He them at Dr. Quigiey's office last and has met them on the street several times since the accident. Witness here described the open cars. The listance from the edge of the roof to the floor was about five feet. A man could not stand comfortably in the car out his head protruding. Did not se Prof. Hesse standing on the edge of the car. Witness was sure that he ading on the step.

Thomas H. Lawson was next exfined. Asked his occupation by Dr. dgley, he said he was janitor, mes-nger and engineer. Dr. Quigley-And fisherman, too.

Witness-Exactly. (Laughter.) nis evidence, said he and a young man named Carnall boarded the car at the foot of King street the day of the accident. He saw the motorman examining the front of the car. The motorman of a car that had just come down Dock street said something, and in consequence of this the motorman on witses' car went back a short distance and picked up a bolt. As the Dock street car passed, its conductor gave the conductor of the other car a roll of wire. The motorman and conductor hold a convergation and the conduotor, after trying his brake, said: "All right; go on!" The car then started across Market square, up Dock street, down Mill street and into Harding's liquor store. Witness recognized Prof. Hesse and Father Roferty as two of the passengers in the car. With them was a smaller man. Witness was sitting in the rear seat of the car, and Prof. Hesse in the seat in front of him. Witness saw him stand up and take hold of the standard in the car. Witness was standing behind in the same position. When the car struck the curb witness was knocked backward, and the next thing he saw was Prof. Hesse on the ground. The reason he (witness) was not thrown out was that he had a better hold than Prof. Hesse and perhaps because the gentleman next to him had part of witnesses' whiskers wound around the standard and was holding on to them. (Laughter.)

Continuing, witness said the motor man was trying to work the brakes all the way down the street. On the way witness heard a passenger say: "This is getting too hot for me," and jumped off. A young man named Fred Langan also jumped off. The man who jumped first was an employe of the road. The car was going less

than a mile a minute. Cross-examined by Mr. Pugsley witness said that the car was going less than a mile a minute up Dock street. After the car got up by Rankine's the man got off. Witness sav the car come down King street. It apparently came all right. He saw motorman pick up the bolt, get wire from the conductor of the other car and stoop under his own He heard the conductor try the before he shouted to go on Witness first saw Prof. Hesse stand up after they passed the railway track. He was in the car holding on standard. Witness was behind him and at his side was Mr. Carnall, who made a rope of witness's which After the car started down Mill street the motorman turned the brake and tried to stop the car, but could

Re-examined by Mr. Palmer, witness said Prof. Hesse was thrown at for a piece of string or wire, but had the same time as he was.

H. Carnall, who accompanied Mr. Lawson the day of the accident, testified substantially the same

out, but the mon t when the car str

on the floor of the car and not on ness did not hear the motorman ring bell on Mill street for the conduc tor to apply the brakes at the rear. the motorman turn under the canopy of the car. The motorman tried to do everything in his power to stop the car.

Charles E. Garfield, the motorman on the car, was the next witness. He produced a copy of the instructions given to him by the company. These

jury by the clerk.
Continuing, witness said he was an employe of the company since it started. He was also in the employ of the old road. He also worked in the car sheds for a couple of years. The company but the trucks used in the old system under the open cars: The trucks were running two or three years before this company took

Witness then stood aside to admit eation of Wm. Bokals, organist of St. John's in Providence church He had known Professor Hesse for some years. Knew there was a He lar and sacred music. Heard Prof. Hesse play often. Consider him one of the finest church organists in Am-Always found him very busy on him, as he frequently had occa-sion to do. Pupils had to be taught separately; not in classes. From knowledge of the business, if Prof. Hesse had not the position of organst in the cathedral, he would have the opportunity for teaching. Having that position he would be able, witness would judge he should eorn \$50 or \$60 a week outside of his salary. As to the loss of a left foot, the plaintiff would be disabled from properly playing the organ. To play church organ, the left foot vas used for playing 30 notes in the bass, which is the foundation of the whole music. The right foot had other work and the left was principally used for this purpose. He would have to play as many notes with his feet as with his hands. The sense of touch was necessary to play properly with the foot Witness were a very with the foot Witness were a very thin slipper when playing, so as to be able to feel the notes. There was both a heel and toe motion. It was necessary to be able to play in order be able to teach the organ, as the work was exemplified to the pupils. The left foot was also necessary pedalling on the plane. Pedalling pended on the sense of touch in the plane as well as in the organ. Witthe ness knew nothing about services in the Roman Catholic church. Providenice, a city of about 200,000 inhabit. ants, was the most musical city of

A good musician had a good field here. Cross-examined by Dr. Pugsley Witness was in the piano business. It was profitable A musician would not ano business. Musicians were gen his musical ability. Plano business requires a great deal of capital, because it is largely done upon instal-

ments funning over two or three Witness was then examined at considerable length regarding the teaching of vocal music in Providence and the standing of the choir which rehearsed under Prof. Hesse in connection with his church. One teacher earned \$150 a week this way, but that was owing to the choral societies which he was connected. Other teachers did not get more than perhaps \$1,500 a year at teaching vocal

Re-examined by A. L. Palmer, Q. C.—Never knew Prof. Hesse touch vocal music separately from the or-Plaintiff could not, witness gan would think, earn any money as a

have to train the choir in vocal music. To do that a man must be able to form the voice; that is, train a raw voice. Plaintiff would simply see that the choir, which would come to him as trained voices, would sing together harmoniously. Unless ness could play the organ a church would not want him to direct their choir.

Charles E. Garfield, the motorman, resumed the stand. There were two recotors in the car, and besides this there was power transmitted along the trolley wire from the power house to the car. The switches applied that power. In the absence of that the motors could be used. The motors on the car acted as generators, and they could be itilized if the other failed. The brakes were there for the purpose of stopping the car. There were bell signal from conductor to motorman, which were read. Witness joined car at 12.25 that day at car shed. It was handed over by the motorman before him. It had come out of the shed that morning. Just took it as it was given over; did not examine it to see what condition it was in. Saw nothing wrong about the car then; did not see anything wrong about it; the proper place for inspection was in the car shed before it came out. Prof. Herse boarded the car on the return of its second round trip. At foot of King street first discovered that something was wrong with the car. Started to apply brake and it turned round and round, the car dropping back all the time. Knew then something was wrong. Stopped at the foot of King street, and knew this before the car started again. Looked and saw that one of the brake rods was broken and was dragging on the ground. Saw a nut lying on the ground. It was part of the brake rod. Showed it to the conductor and put it on the front end of the car. Looked none. Got some fine wire from a crossing car. With the conductor tied up the brake rod so that it would not drag on the ground; that 6id not make as the previous witness. He also it any use though. Consulted pristood up in the car and was thrown vately with the conductor, so that the

The motor was out of order; it did not work; first discovered that going down Mill street hill; rad used that power before frequently; never found it of order before; in other cars they were sometimes a little slow in act-There were no rules in the printed book as to when to use this power generated in the car. It was generally used for braking, as it was more gentle than the direct power. The direct power was more apt to blow the fuzes, jolt the passengers and stop the car very suddenly. A bell was used to signal to the conductor, but on car 41 there was no bell for that purpose. Could not, therefore, carry out these rules. A bell was put on sorn after the accident. Witness was laid of for 19 days and then centinned in defendants' employ until 15th

Took the car from King street simpany's book. Rule No. 16 provided that the brakes should be inspected, and if found seriously defective taken at once to the repair shop. Another rule provided that there should he no shouting or unnecessary alarming of the passengers. Acting on these rule and relying on the main power and the auxiliary power, thous telling the passengers. If the car was inspected at the power house the defect could have been seen on the slightest examination. The rod had first been broken one half in two. The original break was rusty and dirty; the other break was bright. The conductor showed the pieces to Mr. Neilson. This was when the car was in the building. Neilson examined the piece again, and witness told bim it had been half broken before, but Neilson said nothing. The break prevented any part of the brakes teing operated. The brukes were utterly destroyed. Started up Dock street the kiea before spoken of. Going ed and used one notch of direct power to make her take the curve easy Then gave one notch of direct power to go shead to take her up the grade. At the head of the hill threw off the go down hill. It did not respond, so then had recourse to the direct power, using the main switch. Applied the whole seven notches of direct power, but that did not respond until at the lower curve. The car was under no control whatever. Knew that Prof. Hesse was hurt. Could have told passengers at Kling street to get out,

Cross-examined by Dr. Pugsley-Knew at foot of King street that rear brake was out of order. After accident made a report. Paper produced was that report signed by conductor and witness.

Report read over to witness, and asked if he made it to superintendent which witness said he did.

Did not report the truth in that re ort. Knew it was his duty to report it. Felt bad about it at the time. In the report stated that the conductor tried the rear brake and reported that it was in working order. That was not true. Conductor did try the bra and witness knew that it did not work then. The report was false and was got up by Strang and witness and sent in to the superintendent by them together as a true report.

The cross-examination of Motorman Charles E. Garfield was resumed in the circuit court Tuesday morning. Witness identified a copy of the report of the accident, signed by himself and the conductor, Strang. He stated that he and the conductor had deliberately put their heads together and concocted the report, which he now admitted to be false. It was, he said, a part of their plan that Strang, the conductor, was to try the brake when the car was at the foot of King To Dr. Pugsley-Plaintiff would not street and call out to witness that it know that there was anything was all right. This was merely done deceive the passengers, knowing that Strang was lying when he said the brake was all right. He admitted that cars were running on the day of the accident every seven minutes, and passengers would only have been forced to wait that long. After the accident witness talked with Mr. Brown, the company's electrician, and told him that the car was all right when they left the foot of King street, and that he did not know anything was wrong until he applied the brake after Union street was pas-That, he admitted, was a delibped erate lie. He was examined by the

officers of the company after the accident. The evidence taken at that examin ation was read. Then the witness stated that the brakes were all right when leaving the foot of King street and that it was after they passed Union street they found something wrong. He admitted that his evidence at that time was untrue. company did not pay him for time he was suspended. When in Boston with Strang he wrote to Mr. Neilson that if the company did not pay their wages it would be the worse them. Before going away he asked Mr. Brown for their money, telling they were in no way to blame should be paid. Mr. Brown proand that the company would pay them. After say day Mr. Brown told witness that the company had decided not to pay them wages. In consequence of this witness left com-pany's employ in October. A short time after he and Strang went to see Cutgley, and afterwards went to They came home after a short time, having done nothing Poston. Since his return witness has been stevedoring. He did not see Mr Palmer when in Boston.

Witness said he had thought it absclutely safe to take the car over to Indiantown with a broken brake, because he thought the electrical power would be sufficient to stop the car. Mr. Pugsley wanted to take the to see the car, and it was agreed

seen the car, the tury would be taken and thrown the controller to the fifth. sixth and seventh notch. Near the out of the hill he threw off the main switch and turned on the controller, eaving it that way until the car left the track. As far as applying the direct power was concerned, the motors were all right going up Dock street. Had made one round trip before the eccident and at Indiantown had reversed the motors and in one of the ections the direct power worked all right. He did not use the generating

To Mr. Palmer the witness said the brakes all worked together. About Neilson knew of the breaking of the The investigation was held the day after the accident.

When he showed the broken nut to Mr. Nellson witness called his atten- asked Brown to be paid some time in tion to the fact that it was half broken before, half being clean and the ther half dirty. Mr. Neilson did not

Witness said the car was removed from the scene of the accident on the same day and taken to the car house. Roberts was away to the country then and Herbert Foster, who was pit, where it can be examined all After the examination be did not believe he was deceiving either Mr. Nellson or Mr Brown when he made his false report. It was too easy to be seen by them that his report was untrue. He and Strang were suspended immediately after the ocident. The day after the accident he did not go to work because he was unable. When able to work he found some one else in his place. After the accident he ran the car over the pit in the shed. Mr. Neilson went under the car and examined it, saying: "I don't see why the other brake didn't

Witness said nothing. Witness said the direct power ed through the motor. He had work- company that the statements made ed the generator when there was no at the company's investigation were ed through the motor. He had workcirect power. On this occasion there was direct power and no generating wer. It had falled him on some cars, but he never had to use it on did not think the car would be Mr. Brown had tied up the gging brake rod when the car was started for the shed after the acci-

To Mr. Pugsley witness said he ught Mr. Roberts went away for a week or ten days. Half an inch or thread was sticking out from the nut. He was unable to state any definite occasion when the generating power gave out but it occurred once on car 40. Netlson and Brown knew when they saw the broken brake that they would not work. He believed they knew when he made his report that it was untrue.

AFTERNOON PROCEEDINGS. Aifter recess, George Strang was the first witness called by Judge Palmer. der of the accident on car 41; joined the car at foot of King street and went to Indiantown; made no examination some other conductor; could not ticed that the car dropped back a little; got off the car and walked to the commissions. the motorman came out also rod lying on the ground. Motorman said it was the rod which connected both brikes which was broken. found the nut which was off the end of the rod. Had a conversation tosether. Motorman said brakes were seless and after talking together decided to take the car over as it Motorman said he could take it by the generating power if necessary. Witness said it was all right. Motorman then tied the brake and called out that it was all right. This so that the passengers should not the matter. The rod under the car hanging down. Motorman got a piece of wire from another car and tied the rod up with it. That would not make it useful as a brake. Got on the car and gave two bells to go on. Started to go down the grade to Dock street. Witness went outside to collect his fares. Felt the car pull up suddenly at the foot of the street. motorman made a signal for brakes in accordance with the arrangement they had made in their conversation to act as if the brakes were all right. Then saw the motorman use the controller and afterwards the direct power to stop the car going down hill. It went faster and faster. Witness was looking out up at the rear of the car to if the pole was on the trolley; it When the car struck the curve, witness was thrown off. Knew there were two forces to use for stopping the car. Witness only under-stood that they existed; but not the production of them. Thought it was his duty to take the car over, cause the motorman said so. posed it was safe, because the motorcident the car must have been going 40 or 50 miles an hour, about the railway crossing. Did not think the car was going quite so fast at the corner. Did not see the plaintiff thrown out. After witness got up saw plaintiff in a fallen position. The bone of his leg was sticking out through his sock. Witness started to go for medical aid, but found others had gone for that. Then tied down the pole. Mr. Brown came along and said, "This is a nice mess," or words to that effect.

Nielson then came along, Heard Garfield tell Nielson there was a flaw in the brake rod. Nellson looked at the but did not say anything. Knew brake would be useless if that was not fixed; that is after he was told by the motorman. Had no knowledge of the brakes outside of what he was told. Brown told witness to get his (wit-

ness') brother to help board up the building. Went and got material and shored up the building. Got the car after counsel for plaintiff had over the pit for the purpose of exam-

where the thread was on was The brake was about half an inch from the nut; it was broken in thread, witness thought. The defect was in plain sight. The old crack was about half way through.

Next day went to company's office to see Mr. Nellson. Saw him. He told witness to come over at 8 p. m. and bring Harry Irons, a motorman That was done. Witness was not suspended. Word came to shed to go to work the next morning after accito work that day. Could have gone to work in a fortnight, but on August went away to P. E. Island. alf an hour after the accident Mr. When he came back witness went to shed and was told he could go to work

if he wanted to.

Cross examined by H. H. McLean-Was away about a fortnight. First October. Did not ask for the time spent in P. E. Island. Could not say whether he went to Dr. Quigley's office in September or not. before he went to Boston. Was the in the employ of the company. Was not advised to go to Boston. Witness' Quigley's office. Shown report of accident seat to company. This all in witness' handwriting. Put in it what motorman told him to put there. The statement was fixed up between the mctorman and witness. agreed together to put in this false

At the talk at foot of King street it was arranged that motorman should signal for brakes and witness to reply that it was all right At head of Mill street motorman was to give witness one bell. Did not know then that there was no bell on that Had not had a signal before on that

At investigation did not say Prof. Hesse jumped off the car. The rear brake will sometimes work when the front brake is disabled. Witness and motorman should have told the not correct. Could not say whether or not there was a cover over an part of the brake-rods. If there was defect and a cover the cover was taken off, the defect might be seen. The cars should be inspected with dust and dirt over it. A person standing in pit could see the defect if there was no mud there. The break was about the middle of the car or towards the hind wheels. Thought it was perfeetly safe to carry the car over without the brakes, both for filmself and the passengers. Tied the broken brake up on the right side of the

Re-examined by Judge Palmer- organist of Trinity Methodist Episco Had no experience in examining or testing apparatus. If the car were over the pit and the mud cleaned off the rod would be in plain sight. Judge Palmer then asked the witness state his reason for making false statements to the company, whether they were because of his pay or em-

To this Dr. Pugaley objected. The objection was then withdrawn, when Judge Palmer declined to put the

Judge Palmer then offered in evisay who he was; made two trips and dence copies of affidavits used before when all the foot of King street no- Judge McLeod on applications relative to the issue and return of the

As the originals were not in court and looked under the car. Saw the his honor desided that the copies could not be used. Judge Palmer decided to obtain the originals and produce them later on.

Judge Palmer then called for the production of the evidence taken on commission at Providence.

Dr. Pugsley sald he thought person taking out the commission had control of it and that he need produce it unless he desired. As the commission, it had not been returned. The defendants had not lit, owing to the commissioners exacting an exhorbitant fee for its return,

some \$825. Dr. R. F. Quigley, called, said there was a commission in the cause, which he last saw at the office of one Baker, who with T. F. I. MacDonald, were defendants' commissioners, at Providence, R. I. John Doran acted for rlaintiff. The commissioners were sworn in witnesses' presence. appointed Grace E. Smoth, clerk, and she took evidence, under an arrangement made in the presence of all parties, including H. H. McLean. The arrangement was that she was to take the evidence, giving three copies, one for an original at 10 cents per folio, and one copy for the plaintiff and one for the defendant at five

cents per folio each. The witnesses were examined in her presence and she typewrote their ropies were triplicate originals. Chas F. Kelley, now organist of S. S. Peter and Paul; Rev. Dr. Doran, rector the cathedral; Mr. McDougall, an organist; Bishop Hawkins and Rev Mr. Lowney vere examined. These were all who were examined during three weeks. Tried by every means get the commission closed, but could not in time for trial on 16th December, for which day Judge Mc-Leod had set it down. Witness had typewritten copy of the evidence, which was a correct statement of the evidence given while witness was in Providence. Never asked for any of plaintiff's expenses to be paid, and himself paid the cost of the typewritten copy. Tried but could not get the evidence for the January cir-

Witness produced original order of commission. This was served on H. F. Puddington for Mr. McLean, in his office, Feb. 6th; on J. M. Robinson, vice-president of company, at his office, on some day, and also sent original for service on commissioners in Providence and on commissioners

New York and Philadelphia. In Fredericton, about a week

SESSEL TORING CONTROLL AND SECURITY OF



Snowy whiteness of sheet kirts come from the use of Surprise Soap on the wash—never yellow of streaked, always clean and white. Surprise Soap has peculiar qualities for Laundry purposes good for

abandon the commission, as it resulted unfavorably to the defendants Up to that time had never heard of the charges of the commissioners. Cross-examined by Dr. Pugsley:

SURPRISE is the name of the Soap.

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witnesses and were corrected, such corrections bing made in the copies The examination of the witness cupied three weeks. Judge Palmer took part in the examination. A considerable portion of the examination of this witness was devoted to conversations taking place between

Dr. Quigley and H. H. McLean at

The depositions were read over to the

Fredericton. Some very amusing tilts occurred between Dr. Pugsley and Dr. Quigley, in which Judge Palmer intervened, heightening the general effect very Adjourned until this morning at 19

o'clock In the Hesse case Wednesday morning, P. W. Snider, manager of the C.

P. R. Telegraph company, was called to prove some telegrams that passed between the commissioners and de dants' counsel. H. H. McLean stated that Mr. Mc Donnell, one of the commissioner

was also counsel for the defendant company, and it was improper to force the production of such grams. The commission had been abandoned by defendants on the advice of Dr. Pugsley, it not being conidered advisable to put in such evidence. They had therefore instructed the commissioners not to return the evidence.

Mr. Palmer said this was the first intimation of the sort. The former statement made was that the fees were too high.

The admission was entered upon the record and Mr. Snider was not sworn

BARL H. LEAVITT.

pal church, Providence. Rhode Island, swore he had known Prof. Hesse for six or seven years. Prof. Hesse was organist and choir director of the Cathedral of S. S. Peter and Paul of Providence, one of the finest cathedrals in the United States. He was an organist of the first rank. He never heard a better. Passed the cathedral several times daily. There would be from five to seven thousa privilege of using the organ during the week would be of very great value. There are two organs a smailer one in the basement. An organist teaching without a church position would not have such a good chance. Witness was a teacher of plane and organ and theory. Providence is a very musical city. From his pupils Prof. Hesse could earn about \$60 week. There were other sources of income outside the church. His position in the cathedral was a very sirable one. It is not possible for him to play the organ with one foot. The left foot is absolutely necessary, being the most important. operate a system of pedals. An artificial foot would have no feeling and could not be used any more could wooden fingers. Not being able to play, he could not teach successfully, as he would not be able to demonstrate to his pupils. The same thing applies to the piano, as it is necessary to have feeling in the feet to nicely grade the tore. Witness thought Prof. Hesse's career as an organist and teacher was over.

To Mr. McLean witness said he had heard of Singenberger but know nothing about him. He was a composer of some Catholic music. Knew of the Cecilian style of music which is being brough back into Catholic churches It contains nothing of a frivolous nature as is the case with some church Had heard Prof. Hesse play it. Could not give any idea of the number of Prof. Hesse's organ pupils. The organ in Grace church, Providence, is larger than in the cathedral

DR. JAMES CHRISTIE

had examined Prof. Hesse when hosrital. There was a compound fracture of the ankle. The outer bone was also fractured. The the leg was sticking out. Drs. Mac-Laren, Emery and T. D. Walker were also there. Thought Dr. Broderick was also there, though he was not a member of the stair. Witness then thought amputation then and there the best way to save Frof. Hesse's life. Dr. Emery thought there was possibility of saving the limb. The loose pieces of bone were removed, the wound cleaned and the leg put up in splints. Dr. Daniel took charge of the case some days later.

To Dr. Pugsley witness said Prof. Hesse was now a different looking nan from when he saw him at the hospital. As he saw him now he Judge McLeol for the return of the would hesitate before advising amputation. Thought Dr. MacLaren agreed with him at the hospital. Remembered a similar fracture in a man named Daly. The case was nearly identical with that of Prof. Hesse. Daly lives on Westmorland road. Prof. Hesse's fracture was of the bones forming the outer socket of the ankle joint. The other was a little higher. Daly's to the car shed. Saw Neilson going in presence of Judge Vanwart, Mr. foot was not amputated and he re-underneath the car, which was then McLean said that on consultation covered all right. From the nature covered all right. From the nature with Mr. Pageley they had decided to of the accident he formed the opinion

that he was he cer. The ariving of the shows he ma Hesse after ti To Mr. Pain jury might thrown out an Prof. Hesse we fiesh after lo quence of less he was suffer was under when he first AFTERNO After rece

was the first Judge Palmer sician; attend tween 1 and July last; san had evidently eut his boot Chamberlain's ment until ti rive: found tibia broken; get the bone ot; went to was not there fixed up; in that if Dr. as an elemen jury, but wor geon, it migh off earlier. fessor as his hospital, beca institution; friend. The professor be on a day who tal decided to dressing. Aft operation sav tering. Urge lacerated and dirt of the st Saw plainti was cut off. mation woul ature of the in the ankle. Crcss-exam Urged from Walker that tation would as his physic suggested it. plaster, the fi No one but were preser away from th and serious son of his or The primary of the injur Walker that as the leg w well be cut o ndition of looked as w exception of

with him. DR. a consultant engaged in I July, whea I take charge. changed fro ness because tend the par saw Prof. H table on the the first ope Saw him again was again on tion. Saw him room in the expressed him great deal an have to be He had to morphine to amputation White, T. D. 28th July we as Dr. White was taken of tion, he was The staff tri finding the pa had to take opened the v so every day gust paid la that he cam time. He wa

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Cross-exan

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