

worker, his contention being that the employer was responsible for the actions of his employe during working hours. In other words, if a man makes an assault on another during the period of employment, the employer, according to the claim in the suit referred to, should pay for the damages inflicted. Of course, the filing of a suit does not necessarily indicate that the contention will be upheld by the court, but with an individual on one side and a corporation on the other, the chances of the latter in a jury trial are decidedly shaky.—Insurance World, Pittsburgh.

The way the fire waste grows:—"Bumblebees on the farm of Robert Hanna of Genesee started a chain of trouble which caused a loss of about \$200 to the farmer. With his hired men Mr. Hanna was getting in hay in a field. One of the hay cocks was infested with bumblebees and the men thought the best way to get rid of them was to set fire to the hay. When the fire began to burn, the bees came out and attacked the men. While they were fighting the bees, the fire communicated to the load of hay and the horses started to run, scattering the burning hay all over the field, so that the entire field was burned over. Another man finally caught the team, and hitching them to a plough, turned some furrows about an adjoining field of grain, saving that from the fire."

Press notices and dispatches, as collated by the bonding department of the Fidelity & Casualty Company of New York, indicate for the months of April and May, 1911, the following defalcations:

	April.	May.
Banks and trust companies . . .	\$269,278	\$145,160
Beneficial associations	56,800	21,822
Public service	89,456	133,078
General business	83,273	94,936
Insurance companies	29,000	75
Court trusts	32,968	
Transportation companies	11,733	55,031
Miscellaneous	27,276	2,087

Total \$599,784 \$452,189

A railroad depot platform is also a public highway for purposes of collection on accident policies, according to a decision of the Minnesota Supreme Court in a case against the Great Eastern Casualty last week. The success of the suit depended on whether the insured was injured "while walking on a public highway" or not. It appeared that he was run down by a locomotive while stepping from a car in which he had just bade farewell to a party of friends. The language of the decision is as follows:—"The term employed in the policy is very general. It is not limited to legally laid out or dedicated public highways, which are open to the general public without any restrictions. It may reasonably refer to any walk or way where the public are accustomed to travel for certain purposes. When there is any fair doubt as to the meaning of terms used in such contracts they must be construed most strongly against the party selecting the language. We concur with the trial court that the platform was a highway within the meaning of the policy, and that the evidence was sufficient to warrant a jury in finding that the deceased came to his death by falling from the platform."

It was announced in Philadelphia yesterday by Mr. F. Norie Miller, general manager of the General Accident, Fire and Life Assurance Corporation that Mr. Franklin J. Moore, United States general manager of the company, Mr. Harry Vaux, chief claim adjuster, and Mr. Charles E. Ward, superintendent of agencies had been removed from their positions. No charges were made against the dismissed officials, the reason for the removal, it is stated, being friction between various officials of the American agency of the company. Mr. C. Norie Miller, of Toronto, is at the head of the Company's American branch, pending the appointment of a successor to Mr. Moore.

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