

Detention Hospitals," and is contributed by Dr. J. D. Pagé, the medical superintendent of the Quebec Immigrant Hospital. As practitioners all over Canada may be called upon at any time to treat a case of trachoma on account of the fact that the disease may be disseminated through immigrant pedlars who have gotten into the country before the immigration laws were as strong in this respect as at the present time, we would specially commend this article to their attention. That the Canadian Government is now doing good work in this matter through their chief medical officer in the Department of the Interior, Dr. P. H. Bryce, may be seen from the fact that during the navigation season of 1904, 800 immigrants were sent to the Detention Hospital at Quebec, and 300 immigrants deported. During the season of 1905 something like 700 have been deported. So well have the officers of the Government done their work that a case of trachoma is now a rarity in the hospitals of Montreal, though Winnipeg seems yet to have a little more than her share.

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The following clipping from *Scientific American* on the eyesight test for railroad men practiced in the United States, may be of interest to our readers as well as to those of them who practice similar tests for the Canadian companies: First, reading test—three-eighths inch type at a distance of twenty feet; secondly, tests for position of form, consisting of models of semaphores placed in various positions at a distance of twenty feet; third, reading test for ordinary text, such as train orders, at an ordinary reading distance; fourth, color sense, which is tested, first in daylight by displaying strands of worsted of over a hundred varieties of color, and having the men name the colors displayed, and second in a darkened room by displaying glasses of different colors in front of a lantern. Finally, the hearing is tested at a distance of twenty feet by having the men note the strokes of an acumeter and repeat (conversation test) words given by the examiner. The men are re-examined at the end of three years from the last examination, and also after any accident in which they may have been present, after illness and before promotion. This system has been in force in the United States for ten or twelve years on most of the leading roads, and on some, longer, and has given good satisfaction to the railroads.