comparing the size of the type, i.e., judging the standard. In this way the actual visual acuity, or the nearest approximation to it, is obtained without loss of time, and with the minimum of trouble to the oculist, in all but a few cases of malingering.

The card has also proved of use in examining the vision of neurasthenic individuals who perhaps read as far as 6/12, and then say "the rest are blurred." On changing the old for the new type they may read 6/9 or even 6/6 without hesitation.

COUNCIL OF BRITISH OPHTHALMOLOGISTS

The Visual Requirements of Motor Drivers

A committee appointed by the Council of British Ophthalmologists, to report on the visual requirements desirable for those who are granted licences to drive motor vehicles, is desirous of obtaining particulars as to the experience of motor drivers: (a) who are blind in or have lost one eye; (b) who habitually wear distance glasses.

In order that the Committee may base its report on as large an amount of evidence as possible, it requests the assistance of the readers of the British Journal of Ophthalmology.

It would be glad to receive answers to the following questions* concerning motor drivers coming under either of the above categories. Such answers should be sent to the Hon. Sec. of the Committee, Mr. Elmore Brewerton, 73, Harley Street, W.

Motor Drivers who are blind in or have lost one eye

Initials: Age:
Which eye is lost or blind?
When was the sight lost or eye removed?
What is the condition of the sight in the other eye?
Had you driven a motor car before the loss of the eye, and, if so, for how long?
For how long and in what districts have you driven a motor car since the loss of the eye?
What kind of motor vehicle have you been driving?
Have you at any time, since the loss of the eye, collided with objects either moving or stationary?
If it is your right eye which is lost, have you experienced any difficulty with respect to:

(a) Traffic trying to overtake you.

*Copies of these questions can be obtained on application to Mr. Elmore Brewerton, 73, Harley Street, W.1.
(b) Turning your vehicle to the off-side across incoming traffic.

(c) Traffic approaching you from a cross road on the off-side.

Have you experienced any difficulty in driving at night since the loss of the eye?
Have you been inconvenienced whilst driving by getting a foreign body in the remaining sound eye?
Do you find a mirror helps you in seeing on-coming traffic?

Motor Drivers who habitually wear distance glasses

Initials: Age:
What is your degree of refractive error in each eye, and your vision with and without glasses?
For how long have you been driving a motor car?
What, if any, disabilities have you experienced from the use of glasses whilst driving, e.g., from atmospheric conditions, or limitation of your field of vision?
Have you at any time collided with objects either moving or stationary?
Have you experienced any difficulty in driving at night, and do you prefer to do so with or without your glasses?

ANNOTATIONS

Army Spectacle Depôt

Knowledge of what is known as the Army Spectacle Depôt does not appear to be so widely diffused as is desirable among the medical profession. In point of fact, the Depôt forms the centralized optical department of our forces at home and abroad. It was established in January, 1916, and since then has furnished 290,000 pairs of glasses to the troops, and as a result it has been computed that some 150,000 men have been placed in higher categories, and 80,000 men brought into the Army who would otherwise have been rejected. Printed instructions are issued to medical officers specifying the kinds of lenses provided by the Depôt and giving particulars required, and asking for details of the visual acuity with and without glasses, and of many other points that need not be specified. From one notice we gather that the frames of the spectacles issued by the Depôt are made of a shell