may have been in the dark for as much as 45 minutes the "minimum visible" does not change after 30 minutes. It is to be noted that each subject spends at least 30 minutes in the dark, but the operator can test 50-60 people in an hour with sufficient accuracy for large surveys.

A full report on the use of this instrument with night-blind subjects will be published shortly.

I would like to thank Professor C. R. Harington for the laboratory and other facilities for this work.

**Summary**

A new instrument for measuring dark adaptation is described. Its method of use and advantages over other instruments are discussed.

The normal range of dark adaptation is given.

A rapid method for large surveys is appended.

**REFERENCES**


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**ANNOTATION**

**Eyes on the Road**

The heavy toll of life from accidents on the highways of this country has long been a grave public scandal and one that becomes no lighter despite the reduction of private motor traffic. Recently there have been 300 accidents a day from military vehicles alone.

The examination of men called up for the Army has afforded a revelation in the ocular defects of those whose civil occupation is that of driving lorries and other vehicles. The worst of these, passed by civilian medical boards, have too low a visual standard to be accepted by combatant units and so are posted to such corps as the Royal Army Service Corps and Royal Army Ordnance Corps where their civilian qualifications as lorry drivers are accepted and they are allocated to these tasks. Fortunately the necessity for
having a pair of glasses to wear under a service respirator brings them before an eye surgeon, and many are boarded out of the service or detailed for duties other than driving vehicles. Some of the grosser ocular disorders among such men are high myopia —16 to —24 D. with macular degeneration in one or sometimes both eyes; retinitis pigmentosa; syphilitic chorido-retinitis; optic atrophy; nystagmus; congenital cataract; corneal nebulae from ophthalmia neonatorum with anterior polar cataract, and one-eyed men in whom the left eye is sometimes the sole survivor.

In some cases men with 7 or 8 D. of myopia and vision less than 6/60 have never worn glasses and have driven lorries. Some admitted that they dare not drive at night.

Such a compulsory eye examination may have a valuable prophylactic effect in reducing the number of road accidents in the case of men whose services are retained by the Army, the evidence being written on their Medical History sheets forbidding them to drive vehicles.

It is, however, possible that the accident rate among the more cautious of these defective-sighted drivers may be little worse than among the more careless normal-sighted motorists.

There is here much work for a commission to assess the incidence of road accidents due to visual defects and, from such data, to elaborate a more comprehensive visual standard than that existing at present. The task of initial and possibly periodic examinations of the eyes of all motorists is immense and would probably prove to be unpractical, but at least some effort should be made to test carefully those whose daily occupation is concerned with driving large vehicles, a collision with which would mean annihilation to smaller machines.

A record of the visual acuity with and without glasses, the muscle balance, visual fields and any pathological ocular disorder could be made in quite a small space on the driving licence, which it would be compulsory to carry while motoring.

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ABSTRACTS

MISCELLANEOUS


(1) Weve and Fischer give an exhaustive survey of the nature of sub-retinal fluid and an account of an analysis of the fluid in 40