the lids and scraped the surface either with pumice stone, cuttle fish bone, fig leaves or with a special instrument in the form of a minute sickle with denticulated edges. Finally, the author quotes liberally from the translation into French of Ibn-el-Aissa made by Dr. Haddoun, 1916.

In this connection it is of great interest to note that in the Ebers’ Papyrus, which dates from the XVIII Dynasty in Egypt, i.e., about 1700 B.C., there is a prescription for the treatment of trachoma, in which the main ingredients are copper, myrrh and cypress seeds. Numerous other substances enter into the composition of the prescription, which was to be applied to the lids, after due incantations, with a goose quill. It affords definite evidence of the use of a copper salt at least as early as 1700 B.C. There is further evidence of the existence of a disease of the eyes, which was almost certainly trachoma, as early as the time of Khefu in the IV Dynasty about 3700 B.C. This Khefu was the great king known to the Greeks as Cheops, and was the builder of the Great Pyramid. He was the writer of the first known textbook of medicine.

The Interim Report of the Committee of the Ministry of Transport on Lights on Vehicles

The third interim Report of the Committee of the Ministry of Transport on Lights on Vehicles was issued last week; it is voluminous and full of diagrams.

The Committee state that the more recent improvements in headlights show such an improvement over the control of the beam as to “show a reasonable prospect of eventually affording a satisfactory solution of the problem.” Their ideal being that any headlight which has a range of forward illumination in excess of 60 feet should have:

(a) A minimum range of forward illumination of 150 feet and a maximum of 300 feet.
(b) A minimum width of 30 feet with a maximum height of 4 feet from the ground at 150 feet from the lamp.
(c) The lower edge impinging upon the road at not more than 50 feet from the face of the headlight.
(d) The field free from dark patches and the illumination reasonably uniform or having good gradation.

They also recommend, “In addition to the main beam there should be a field of diffused light with a range of forward illumination not exceeding 50 feet, or less than 25 feet, with a lateral divergence at the road surface of at least 20 feet at a distance of 5 feet forward from the face of the lamp.”
They do not recommend any particular lamp, but there are several lamps now upon the market which fulfil these conditions more or less. To tide over the time when such a lamp can be perfected and come into general use they make the following recommendations:

(a) Each headlight either to have fitted or attached in front of the headlight, or in front of the source of light, the mirror or any lens in the lamp, frosted or obscured glass, or some other suitable device, or to be mechanically adapted, so that when the headlight is correctly fitted on the car (or in an equivalent position) it shall not give a range of forward illumination in excess of 150 feet at any point more than 4 feet above the ground.

(b) The front of any such headlight, when viewed from any point more than 4 feet above the ground, to have a reasonably soft illumination throughout its whole surface without brilliant lines or points of light.

They further approve of headlights tilting downward, but together and only in a vertical plane. They rule against the use of additional moveable side lamps, but approve of an additional lamp for driving in the fog for the purpose of projecting the light on to the side of the road in a low position.

It is obvious from the report and from general knowledge there is yet to be found a solution of the "dazzle" problem. There is no doubt that some of the specially made lamps are an improvement and lessen the danger considerably.

The ordinary pedestrian walking along the road in the dark is perfectly able to take care of himself; the brilliant lights of the motor car being sufficient to warn him of its approach. The same cannot be said when two motor cars approach each other with brilliant headlights, but it is now becoming fairly general amongst motorists to turn out their headlights when passing each other so that the danger of either car running into anything during the time that the eye is regaining its dark adaptation is minimised. The turning out or dimming of headlights when motorists meet each other is, no doubt, largely for their mutual benefit, but frequently motorists do not turn out their headlights when meeting cyclists or other vehicles, and if this was practised far more, fewer accidents would result. It would be greatly facilitated by the fitting of an easily accessible "cut-out" to the steering wheel of the car.

The use of headlights in towns ought to be prohibited, as they are both dangerous and unnecessary.