

NEW YORK'S AUTO EXPORTS INCREASE

Big Jump in Cars Shipped Last Year—New Jersey Exam- ines All Drivers.

The "invasion" of Europe, and all parts of the world, by the American-built automobile, is reflected in statistics prepared at the New York Custom House. The data, covering the exportation at this port of domestic cars for a period of ten years ending with June 30, show that 40,062 American cars valued at \$47,069,641 were shipped abroad.

Imports of European cars for the decade numbered 8,774, appraised at \$22,507,615. Manufacturers of American cars sent out of New York for foreign use five times as many automobiles as were received here from European makers. Unfortunately the Bureau of Statistics at the Custom House has no figures dealing with the number of machines exported during the first three years of the decade, although their valuation is available. One authority at the Custom House thinks that perhaps 2,000 machines were exported during the years 1904, 1905, and 1906. This would make the exports for the decade more than 42,000 cars.

The official report shows that during the fiscal year ended June 30 14,383 machines, valued at \$13,122,218, were shipped out of the port. The statistics for the three preceding years are: 1912, 11,468 cars, valued at \$10,216,162; 1911, 6,010 cars, worth \$6,397,307, and 1910, 3,275 automobiles, valued at \$5,151,428. The Custom House figures by years follow:

Year.	Number.	Value.
1904.....	*....	\$1,237,653
1905.....	*....	1,620,616
1906.....	*....	2,088,540
1907.....	1,662	2,783,685
1908.....	1,702	3,205,984
1909.....	1,562	3,146,058
1910.....	3,275	5,151,428
1911.....	6,010	6,397,307
1912.....	11,468	10,216,162
1913.....	14,383	13,122,218

*Not recorded.

For the first time in the history of the State, New Jersey is exacting an examination of applicants for license to run automobiles, examination both written and by actual demonstration of ability to operate cars safely. No other State is doing this. The New Jersey law has required such examination for some years, but only within a few weeks has it been observed. An examination is held every Wednesday in front of the State House at Trenton. In some cases a license is refused before a run of a block has been made. The ratio of failures to success was about one to twelve when the examinations started some weeks ago. Now it is not above one to fifty-six. Regarding the examinations Job H. Lippincott, Motor Vehicle Commissioner, said yesterday:

"When the examinations were first established about 20 per cent. of the applicants failed to pass, proving that under the old system the department was licensing inefficiency and that applicants for licenses did not feel the necessity of being properly qualified as drivers. The wholesale rejections which were necessary during the first examinations served notice that no one not qualified to drive would be approved by the inspectors. The result is that the percentage of those rejected has fallen to 10 per cent. or less. The examination consists of a demonstration of ability to drive and of a written test consisting of seven or eight general questions. The written examination is designed to test the applicant's knowledge of road laws and of the general principles or mechanism of cars.

"The State owes a debt of gratitude to Frederick Kuser for the able assistance which he has given the motor vehicle department in handling the practical details of our examination. One very encouraging aspect is the almost uniform approval with which the examination has been met by both motorists and the general public. Many letters of congratulation have been received by the department, and not one of condemnation. I confidently believe that other States will follow New Jersey's lead, and that the results will be fewer accidents and better road conditions."

Examinations are held in various parts of the State on special days each month.

The Motor Truck Club's eight-week

campaign for new members is meeting with marked success. It is expected that the membership will be doubled.

Much money is to be spent before the opening of the Panama-Pacific Exposition in 1915 by six Western States for good roads, some of them links in the proposed Lincoln Highway. California, Colorado, Arizona, New Mexico, Nevada, and Utah have arranged to spend a total of \$40,000,000. The highway project has been promised assistance by Gov. Edward F. Dunne of Illinois also, as a result of the Indiana-Pacific Coast tour, in the course of which the plans were laid before him by Carl G. Flsher. The Governor said that a goodly share of the \$2,000,000 to be expended by Illinois and its counties would go to the Lincoln Highway if it passed through that State.