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FILE No. 531

JAN 8 1931

January 7, 1931.

*China*

18-30 / 27/12

**To:** New York District Office  
**From:** Division of Foreign Tariffs  
**Subject:** Hong Kong Restriction on non-British Cars as Public Utilities.

Please refer to our previous exchange of correspondence regarding a reported discrimination practised against automobile interests by the Hong Kong Government.

We recently received in this Bureau a confidential report from an authoritative source, reading in part as follows:

"There have been no new motor busses licensed in Hong Kong since 1926 which were not of British manufacture. In that year the Captain Superintendent of Police announced that the motor bus companies of Kowloon would not have their licenses renewed unless they purchased busses of British make. On several occasions since that time the American Consulate General at Hong Kong protested against this discrimination, and the subject was also taken up by the Department of State with the British Government through the Embassy in London.

"It will be noted that the constructional requirements recently published make no mention of the country of origin. An endeavor has been made to obtain from the Police Department a statement in regard to their future policy in licensing non-British busses but so far without success. Mr. T. H. King, the acting Inspector General of Police, under whose signature the constructional requirements were published, said that although there was no intent to discriminate against non-British busses, it should still be understood that the policy of the Colonial Government is to encourage the use of British products as much as possible.

"Despite the latter remark it is believed that the attitude of the local government has changed somewhat in

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that it is not the intention to refuse to license non-British busses which comply with all local requirements.

"A representative of an American company called on Mr. King recently and the latter agreed verbally to the licensing of a new American motor bus which the local representatives expect to import. It is also of interest that a new taxicab company has purchased fifteen small American taxicabs and that the first three of these were placed in operation on June 1, 1930. These are the first American taxicabs which have been licensed in Hong Kong.

10-20 / 27 / 11

"The present situation, therefore, seems to be that while the local authorities will favor the licensing of British busses and taxicabs, they will no longer refuse to license non-British busses and taxicabs on the sole grounds of nationality."

While this information is not to be considered as official, it will undoubtedly prove of interest to the representatives of the Packard Motor Export Corporation, your city, as well as to Mr. George E. Quisenberry, Editor of "American Automobile", 225 West 34th Street, and we would appreciate your conveying it to them for their confidential information, and on no account for publication.

We will endeavor to keep you advised of any further developments as they are reported to us.

Henry Chalmers,  
Chief, Division of Foreign Tariffs

Forwarded: Harold Dotterer,  
Chief, Division of District Offices

JJD-ugs  
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Received by  
AUTOMOTIVE DIVISION

January 7, 1931.

JAN 14 1931

18-30

27/12

John N. Willys Export Corporation,  
Toledo,  
Ohio.

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Hong Kong Restriction on non-British Cars as Public Utilities  
Attention of Manager, Motor Truck Department, Hong.

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COMMUNICATIONS DIVISION

SEP 1 1930

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While this information is not to be considered as official, it will doubtless be of interest to you. Please consider it strictly for your own confidential information and on no account for publication. We will endeavor to keep you advised of any further developments as they are reported to us.

Very truly yours,

Henry Chalmers,  
Chief, Division of Foreign Tariffs

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It will be noted that the conventional requirements usually published with a license of the country of origin. It is believed that the local government has been made to obtain from the British Government a statement in regard to their future policy in licensing non-British busses but so far with no result. Mr. H. H. King, the acting Inspector General of Police, stated when the conventional requirements were published, that although there was no intent to discriminate against non-British busses, it should still be understood that the policy of the colonial government is to encourage the use of British products as much as possible.

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