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[1951.

PRICES CONTROL ACT, 1948-1950.

Prices Control Order No. 606.

Tailored Garments.

IN pursuance of the powers conferred upon me by the Prices Control Regulations, 1949, I, Constantin Paul Mathea, Prices Control Commissioner, hereby make the following Order:—

Citation.

1. This Order may be cited as Prices Control Order No. 606.

Application.

2. Nothing in this Order shall apply to—
- shirts of all descriptions;
 - garments made from knitted fabric.

Revocation.

3. Prices Control Order No. 311, as amended by Prices Control Orders Nos. 332 and 433, is hereby revoked.

Definitions and Interpretations.

4. In this Order and the Schedules thereto, and for the purposes of any notice issued in pursuance of this Order, unless the contrary intention appears—

“allowance for freight” means, in relation to the value of any material—

- where the point of delivery in Western Australia is not less than 25 miles from the purchaser's premises, the sum of ninepence per lineal yard;

- where the point of delivery is in some State of Australia other than Western Australia, the sum of one shilling per lineal yard;

“bespoke maker-up” means, in relation to the supply of any service of making up any tailored garment, a person who makes up that garment to the special measurement and for the personal use of the person supplying the material from which such garment is made;

“excess material content” means, the quantity by which the actual material content of the finished garment exceeds the cutting averages specified in the Fourth Schedule to this Order;

“landed cost” means, in relation to the value of any material which has been imported from a source outside the Commonwealth of Australia, the aggregate of—

the purchase price paid or payable for that material to the overseas supplier after deduction of trade discount, but before deduction of cash discount, together with inland carriage, outside packing, overseas office or forwarding agents' commission, actually incurred (but not in excess of 3½ per centum of the invoice price of the material after deduction of trade discount, but before the deduction of cash discount), bill of lading and shipping charges, insurance freight (but not in excess of current standard sea freight rates), exchange and bank fees actually incurred (but not in excess of mail steamer sight draft rate and ⅓ of one per centum, respectively), duty and primage, wharfage, stacking, harbour dues and Stevedoring Industry Commission levy, Customs entry and Customs agents' charges (but not including any charges for costing or any percentage surcharge on cost), cartage