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PRICES CONTROL ACT, 1948-1949.

Prices Control Order No. 226.

Footwear.

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. 226.

Revocation.

2. Prices Control Order No. 115 is hereby revoked.

Definitions and Interpretation.

3. In this Order, unless the contrary intention appears—

“freight, packing and insurance” means, in relation to the sale of any footwear by a retail trader, freight charges actually incurred (provided that where more than one freight service operates, the lowest freight rate only shall be allowed) and actual cost of packing and insurance;

“cost” means, in relation to any footwear which has been purchased by a retail trader from a wholesaler or a manufacturer within the Commonwealth of Australia, the purchase price paid or payable by the retail trader for such footwear after the deduction of any trade discount, but before the deduction of any cash discount;

“landed cost” means, in relation to any footwear the aggregate of the purchase price paid or payable for those goods 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 3¼ per centum of the invoice price of the goods 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 actually incurred in transporting goods from wharf to store or from wharf to bond only (but not in excess of the maximum rate fixed to the Western Australian Road Transport Association (Inc.) for the cartage from wharf to store or from wharf to bond of such goods);

“point of delivery” means, in relation to the sale of any footwear which has been purchased by a wholesale trader within the Commonwealth of Australia, the place at which liability for payment of transport charges in conveying that footwear to his store passed to that wholesale trader from the person from whom the wholesale trader purchased such footwear;

the expression “nearest G.P.O.” where used in relation to any point of delivery shall be deemed to refer to the General Post Office, Sydney, Melbourne or Adelaide, whichever is the nearest in a straight line to such point of delivery;

“wholesale trader” means, any person who purchases or imports any footwear in a manufactured state and re-sells such footwear by wholesale;

“retail trader” means any person who purchases or imports any footwear in manufactured state and re-sells or offers for sale such footwear by retail;

“working boots” means working boots, bluchers, cossacks, shearers’ moccasins, or any unlined boots other than rubber knee or rubber ankle boots.

Sales by Wholesale Traders.

4. I fix and declare the maximum price at which any footwear specified in the first column of the First Schedule to this Order may be sold by a wholesale trader to be—

(1) in respect of footwear manufactured within the Commonwealth of Australia, and purchased by such wholesale trader from the manufacturer or his agent, the sum of—

(a) the cost, as defined in this Order, thereof;