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[1950.]

PRICES CONTROL ACT, 1948-1949.

Prices Control Order No. 311.

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. 311.

Application.

2. Nothing in this order shall apply to garments made from knitted fabric or shirts.

Revocation.

3. Prices Control Order No. 92 and any notice in writing given thereunder, are 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—

- (i) where the point of delivery in Western Australia is not less than 25 miles from the purchaser's premises, the sum of sixpence per lineal yard;
- (ii) where the point of delivery is in some State of Australia other than Western Australia, the sum of ninepence 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 3¼ 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 ⅜ 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 material 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 material);

“maker-up for the trade” means, in relation to the supply of any service of making up any tailored garment, a person who makes up or partially makes up that garment from material supplied to him by a semi-manufacturer;