

PAY LAW REVISIONS BOOST EXEMPTIONS

New Definitions to Remove Hundreds of Thousands of White Collar Workers From Act's Limitations When 40-Hour Clause Is Imposed.

WASHINGTON, Oct. 14 (U.P.)—Several hundred thousand white collar workers will be exempted from the work-week limitations and overtime provisions of the wage-hours act after Oct. 24.

Wage-Hour Administrator Philip B. Fleming announced last night that when the statutory work week is reduced from 42 to 40 hours on that date, new definitions of five classes of white collar workers will become effective.

"If these employees work at non-manual assignments which require the exercise of discretion and independent judgment, and if they receive \$200 a month or more, they need not record their hours or be paid overtime under the law," Mr. Fleming said.

The new ruling by the wage-hour administration redefined five classes of employees hitherto exempt to some degree from provisions of the law—executives, administrative employees, professional workers, local retail employees and "outside" salesmen—salesmen who drive a truck and make deliveries. The latter provision, wage-hour officials said, also will exempt advertising solicitors selling space for newspapers, magazines, radio stations or networks and freight solicitors.

Officials emphasized that in most cases the application of the new definitions would have to be decided on the basis of individual circumstances.

The bulk of those affected were said to be in the administrative, professional and local retail categories. Mr. Fleming estimated that "at least" 100,000 would be exempt in each of the first two classes. Other officials believed the retail and driver-salesmen exemptions might exceed the first two combined.

Entitled to Overtime

The new regulations provide that an executive is one whose primary duty consists of management, of an enterprise or of a "subdivision, at a salary of at least \$30 a week. He also must have direct or indirect power to "hire and fire."

An executive also must be a person whose "work of the same nature as that performed by non-exempt employees does not exceed 20 per cent of the number of hours worked in the work week by the non-exempt employees under his direction." That provision does not apply to a person in sole charge of an enterprise or a branch.

"Working foremen" were declared entitled to overtime pay.

Mr. Fleming said the new definition of administrative employees exempts such persons as bank tellers, personnel managers, credit managers, buyers, supervisors of machine tools, safety directors, claim agents, auditors, wage rate analysts, tax experts.

Some Writers Included

Three types of administrative workers are exempt. All must be paid \$200 a month or more. The first type exempted is one who regularly and directly assists an executive or another exempt administrative employee; the second is one who performs duties directly related to management policies or general business operations along specialized or technical lines requiring special training, experience or knowledge. The third type is one whose work consists of directed tasks related to management policies or general business operations.

Mr. Fleming said that a "title alone is of little or no assistance in determining the true importance of any employee to an employer. Titles can be had cheaply and are of no determinative value."

In the professional category, aside from a general exemption of doctors, lawyers and dentists, are persons whose work is "predominantly intellectual and varied in character as opposed to routine mental, manual, mechanical or physical work, and requiring the consistent exercise of discretion and judgment in its performance."

In this class are certain types of writers, photographers, motion picture actors, models and painters. Like the exempt administrative employees they must receive not less than \$200 a month. In addition their work must be "predominantly original and creative in character as opposed to work which can be produced by a person endowed with general manual or intellectual ability and training."

CYCLIST KILLED; AUTO TOLL 105

Three Others Die in State Over Week-End; Two Children Injured.

A Marion County boy was killed in week-end traffic and two other children were seriously injured. In Indiana outside Marion County three lost their lives.

The Marion County death brought the county total this year to 40 and the City-County total to 105 as compared to the county total of 28 for this time last year and a City-County total of 71.

The dead:

ERNEST CLARK, 15, of R.R. 7, Box 525, who died at City Hospital yesterday of injuries received when a car struck him as he rode his bicycle on Road 67 near Valley Mills.

CHARLES E. ALLIE JR., 21, Frankfort, killed when his car overturned on Road 38 near Lafayette.

DENZEL HAYHURST, 32, of Farmersburg, who was killed when his motorcycle struck a fire truck at a Terre Haute street intersection.

LOGAN CANTER, 34, a Richmond pedestrian killed when struck by a car there.

The Clark boy, according to State Police, was riding his bicycle without lights and was struck from the rear and thrown to the pavement. The car, police said, was driven by William Breedon, Mooresville. The boy was survived by his parents, Mr. and Mrs. Fred Clark, and two brothers, Billy and Jimmy Clark.

Patricia Gallagher, 11, of 533 S. Senate Ave., is in City Hospital with a fractured skull received when she ran into the path of a car in the 200 block of W. South St. Her condition is described as critical.

Edward Jenkins, 9, of 523 Kentucky Ave., was severely injured when he was struck by a car in the 600 block of Kentucky Ave.

OPEN OYSTER PLANT

GREENPORT, L. I., Oct. 14 (U.P.)—Bluepoints Co., Inc., a subsidiary of General Foods Corp., opened its new \$200,000 oyster plant here yesterday.

HEAR IT TONIGHT

"THE
TELEPHONE
HOUR"

EVERY MONDAY

★ James Melton, Tenor
★ Francis White, Soprano
★ Donald Voorhees and the
Bell Symphonic Orchestra
and Chorus

WIRE and 7 P.M.
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ANY PLAIN
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8 A.M. TO 6 P.M.
Occidental
CLEANERS

HINES STARTED FOR SING SING

Stands Alone Before Bench To Hear Judge Order Him Remanded.

NEW YORK, Oct. 14 (U.P.)—James Hines, once the power behind the throne of Tammany Hall, surrendered in General Sessions Court today to start a four to eight-year term in Sing Sing prison as the political protector of the multimillion dollar Dutch Schultz lottery racket.

It took less than two minutes to send him on his way. When his case was called, he stepped to the bar, hat in hand. A clerk read the charge, reciting that Hines had been at liberty on \$35,000 bail, and that his appeal had been denied by the high court.

"Remanded," said Judge Jacob Gould Schurman Jr.

A deputy-sheriff stepped to Hines' side and led him to the prisoner's pen.

Hoosier Goings On GUMMED UP

Jaws Sag and Teacher Wins, But Another Teacher Loses

By LEO DAUGHERTY

TEACHERS AND pupils broke even in today's school news in Indiana.

The "bubble-gum" chewing situation in a Muncie grade school classroom got so bad that the teacher, after all other methods had failed to stop the chewing, resorted to a diplomatic cure—all which

reached the auto collision at Scott St. and E. Jefferson Ave., the drivers of the combatant vehicles weren't arguing about the blame.

Further, they couldn't understand, for a while, why the drivers thought the situation a joke.

The truck involved was driven by George Fritz. The car was driven by Ray E. Smith, his son-in-law.

When an automobile passed a school bus while it was stopped, frightening his passengers, the bus driver obtained the license number and furnished it to police.

They arrested a teacher.

THE LAPORTE police couldn't understand why, when they

PART OF FLEET HEADING WEST

Maneuvers to Be Resumed In Hawaiian Waters After Repairs.

SAN PEDRO, Cal., Oct. 14 (U.P.)

—A reinforced, newly-fitted contingent of the U.S. battle fleet, including battleships, cruisers and destroyers, puts out today to resume maneuvers in Hawaiian waters.

At a signal from Admiral James O. Richardson, commander-in-chief, the ships will weigh anchor and point their bows toward Pearl Harbor, where they have been since April. A fortnight ago, they returned to West Coast bases for repairs and to give crews a shore leave.

Unless plans have changed, a similar detachment—representing approximately one-third of the Pacific fleet's strength—will return to the mainland.

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SALE OF SAMPLES
Oriental—Modern—All
Over Colonial Designs
There are only
two and three
out of these
many patterns
to choose
All-weather, seamless
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up to
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TRY A WANT AD IN THE TIMES. THEY WILL BRING RESULTS.

An ANNOUNCEMENT

GENERAL MOTORS

recognizes the present emergency. It realizes its duty to the nation to advance in every way within its power the program of National Defense. It has already assumed most important obligations. But in addition General Motors believes that industry today has a second responsibility—one of vital consequence. American defense demands first call on those products of industry, both as to scope and volume, which are essential to protecting the nation against aggression. It also demands, even though the fact be less generally recognized, a sound and virile economy. One is the complement of the other. A sound economy is essential to the objectives of the defense program.

In line with its conception of this dual responsibility, General Motors presents at this time its 1941 offerings of motor cars. It has combined with the important responsibilities it has assumed under the defense program its normal responsibilities incident to our peacetime economy. The new line of motor cars is now on display before the critical judgment of the public at the Automobile Shows and in General Motors dealer showrooms in every community throughout the land.

It has always been the policy of General Motors to build into its products the greatest possible measure of value. It has created an engineering group which, from the very beginning of the industry, has made far-reaching contributions to technical progress. It has contributed importantly to the motor car's becoming the serviceable mechanism of today. From the electric self-starter in the early days down through the years, one engineering achievement has followed another. And in great variety: tilt-beam headlights, Duco lacquer finishes, crank-case ventilation, syncro-mesh transmission, Fisher No Draft Ventilation, Knee-Action wheels, Turret Top, auto-

matic transmissions and steering column gearshift.

But that is not all! General Motors technicians have demonstrated their versatility by developing such engineering products as the Diesel locomotive, destined to revolutionize transportation by rail. The Allison engine—an outstanding development in aviation engine practice and now coming into mass production—is making a contribution to one highly technical phase of the problem of National Defense. And in an allied field, tetra-ethyl lead as a component of gasoline has revolutionized the relationship of the fuel to the engine, producing more power with less weight and with greater efficiency. As a result, not an airplane leaves the ground today without in effect reflecting tribute to the technical capacity of General Motors. We are proud of this record of accomplishment. It is the accumulated experience of such an engineering group that has been built into the General Motors 1941 models.

In the different lines of motor cars comprising the General Motors offerings, there will be found countless refinements and innovations—some in some cars, some in others, but reflected to an important degree in all:

A technical improvement of importance is a new fuel system—Compound Carburetion. It is an innovation in motor car engineering practice. To the regular carburetion system is added a second, or supplemental, carburetor which can come into action when the driver requires additional performance. In effect, but not in principle, it is like the super-charger. The engineering benefits resulting from this achievement take the form of added performance and increased fuel economy. This is exemplified in Buick.

A safety feature worthy of note, based upon the Unisteel Turret Top body introduced by General Motors some years ago, consists of all doors being swung from the front. Thus they open against the wind-stream of a car in motion.

This tends to eliminate the hazard of doors swinging open if accidentally unlatched. The same feature provides greater convenience for front and rear door passengers alighting from the car at the same time.

A year ago General Motors announced a new mechanism to connect the axle with the engine—the Hydra-Matic drive. You simply steer! The clutch is entirely eliminated. That is a most important feature. The changes in gear ratio or speeds are automatic. This device is designed to take the transmission out of driving technique. And it does! This has been exemplified in Oldsmobile. The outstanding acceptance of this Hydra-Matic drive as evidenced by the testimony of many thousands of enthusiastic users has had a stimulating effect in accelerating the industry's progress in this important field. Thus is progress broadened. In a more highly refined and somewhat simplified form the Hydra-Matic drive will be continued in the 1941 line. You certainly will be intrigued when you see and try this interesting mechanism.

But the modern motor car has become more than something in which to go from place to place. For many it is something to live with. Hence more comfort, more luxury of appointment and increased roominess characterize the new designs. General Motors 1941 cars are larger. The seats are wider. Thus there is more room for both passengers and baggage. The concealment of running boards inside the body is another innovation. The appointments are more luxurious. These should be important considerations in determining the motor car you will drive in 1941.

Nor is that all! The "Torpedo" type—the body sensation of 1940—has been continued with even greater appeal. And there has been added another body creation—the aerodynamic type. Everyone should see and try it!

General Motors hopes that when you have seen and become acquainted with these 1941 motor cars you will be as enthusiastic about them as we are. And that you will get as great a thrill out of their interesting features, their performance, attractiveness, serviceability and utility as we have in their creation and in presenting them to you at this time.



Alfred P. Sloan Jr.
Chairman
GENERAL MOTORS CORPORATION