

Washington News

Washington, D. C.—President-elect John Kennedy's new Cabinet has somewhat confounded the critics of the young Massachusetts Senator, in that it is not composed of wild-eyed liberals.

In fact, Kennedy's selections have met with general approval in conservative circles of the Democratic Party, and have surprised many Republicans. It is not that some of the Cabinet officers are not liberals; it is the fact that most of them are moderates, and that a much more liberal Cabinet could have been formed by the President-elect.

One member of the Cabinet, the Treasury Secretary, is a Republican—Douglas Dillon. This appointment took some of the edge off G. O. P. criticism that the Democratic Administration of Senator Kennedy would be a big-spending irresponsible one.

And the Secretary of Commerce is a conservative southerner. The Secretary of Defense is himself a big executive, who should have sound ideas from which to draw in running the biggest-spending department of the government—the Defense Department.

The number-one Cabinet post—Secretary of State—went to a southerner, acknowledged to be a brilliant administrator and sound student of diplomacy and government—Dean Rusk.

The most liberal element of the Democratic Party is represented in recent Kennedy appointments but in a rather limited way. Governor Mennon William of Michigan was put on the African desk in the State Department. Chester Bowles was placed under Dean Rusk, the Secretary. Adlai Stevenson was sent to the United Nations.

Coupled with the fact that Congress is in the hands of the less-than-extreme element of the party, this seems to indicate that there will be no revolution in the political and legislative sense in the coming months.

In this connection, it was interesting to note that the new Senate Majority Leader, Mike Mansfield, of Montana, recently announced that he did not favor a fight to change the Senate's rules at the beginning of the 87th session of Congress. The most liberal element of the Democratic Party favors changing rule 22 again, so that less than two-thirds of the Senate can squelch debate on a bill. But it appears that the rule will not be changed.

If this is an accurate indication of events, the Kennedy Administration might enjoy very harmonious relations with Congress—at least at the beginning of the Kennedy era.

In addition to these developments, the new Democratic Party leadership appears certain to be more representative of all sections of the party than has been the tradition in the senior major party for a number of years.

Paul Butler, who baited and antagonized the South constantly, is gone. The Democratic Advisory Council is gone. This was a group picked by Butler which represented the most liberal elements in the party. Thus the party, Congress and Cabinet appear to be more harmoniously tuned than at any time in a number of years. It could mean that the govern-

ment will be more capable of enacting a legislative program in the next few years than at any time since the Roosevelt era. The first few months of the new year will confirm or contradict this prospect.

Good Pressure In Tires Vital

Drivers are reminded by Jerry Coe of Coe Insurance & Realty Co. to keep their tires properly inflated as a precaution against blowouts. This is especially important today with the advent of turnpikes and freeways which have made it possible to make long trips at sustained high speeds.

"In a study made by the Kemper Insurance Central Automobile Safety Committee," Coe says, "it was learned from tire manufacturers that there is little truth to the popular belief that over-inflation of tires is a primary cause of blowouts.

"However, a definite contributing factor is the flexing of the tire's sidewalls as the car travels at sustained high speeds. This flexing causes the inner tire to heat up and can deteriorate the fibres, thus weakening the casing."

There are two ways to reduce this flexing according to Coe. One way, of course, is to keep the speed of the car down. But also important, keep the tires rigid by proper inflation.

Too often people become alarmed when the warm weather causes the air in the tire to expand above the recommended pressure. But actually it is better to have the tire a little over-inflated than under-inflated.

A little extra air will not hurt the tire. But if air is removed in warm weather, when the weather cools off, the tire will become under-inflated. This is when the flexing is most pronounced and the farther a car is driven at a high speed, the more chance there is of a blowout.

As another precaution, Coe suggests that drivers make periodic checks of the tires for cuts, bulges or thin spots in the casing, all of which are danger signals.

When a tire is in questionable condition, an investment in a new one could mean the difference between a safe trip and a bad accident, with death or injury. (adv)

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