

Writer Stuffs On Caviar At Russian Embassy

By JANE EADS

WASHINGTON — Caviar is my dish—fresh Russian caviar scooped up by the spoonful from bowls set in cracked ice—and for once, I had my fill of it at the party honoring the visiting Soviet farm leaders at the Russian Embassy.

A great many guests shied clear of this rare and expensive luxury, as if it were a dish of BB shot. Most descended, like locusts, on more familiar items on the two huge buffets, one in the ornate crystal chandeliered, cream and gold ballroom; the other in the paneled dining room. At least three times during the brief time I was there, waiters had to refill the immense platters of roast turkey, sturgeon, roast beef, tongue, shrimp, something covered with a red sauce, fancy sandwiches, salads and sweets.

It was a hungry crowd, and undistinguished by Washington standards. Few diplomats were on hand. I saw only the friendly face of Pakistan's Ambassador Ali. Top U. S. government official to put in an appearance was Secretary of Agriculture Benson who appeared with his wife an hour and a half after the party began; sipped a glass of gingerale and took a nibble of the caviar on a cracker.

Only farm leader I met was Vladimir Matskevich, Russia's bald-headed first deputy agricultural minister, who stood under a life-sized portrait of Stalin and smiled widely as he shook hands with one and all, along with the young, and slender agricultural attache and his pretty blue-eyed wife. The farmers were there all right, but you couldn't tell them from the rest of the folks. I thought the attache's wife was more stylishly-dressed than most Soviet women I've seen. She had on a beautiful brocade evening gown, cut rather low in the back.

Most of the cooking and drink-mixing was done by members of

New Styling for 1956 Buicks



The classic beauty of Buick styling for 1956 is exemplified in this photo showing the new front end with its V-shaped grille, the distinctive rear end design of the Roadmaster and the profile of the new four-door hardtop in the Super series. For 1956 Buick offers a four-door hardtop in every series, higher compression V-8 engines that develop 255 horsepower in the Roadmaster, Super and Century, and 230 horsepower in the Special, and a new variable pitch Dynaflo transmission that improves performance without sacrificing any of Buick's traditional smoothness of operation. Numerous changes also have been made in the chassis to improve ride and stability. Dynaflo is standard equipment on all but the Special.

42 U.S. Marine Generals Have Washington Reunion

By JANE EADS

WASHINGTON — The cocktail circuit that never seen so many heroes in one spot as at Marine Barracks recently when Commandant Gen. Lemuel C. Shepherd Jr. entertained in honor of Marine Corps general officers attending their annual three-day conference here.

Taking the review with their host at the colorful sunset parade, one counted at least 42 generals, all in spanking white summer uniforms, covered with medals, and ribbons by the yard.

It was like old home week for many of the officers, accompanied by their wives, had come from distant Marine posts and were seeing each other for the first time in years. The crack barracks drill team and the snappy drum and bugle corps, which always put on a good show, outdid themselves and won round after round of applause.

Pert Betsy Tait, 11, eldest of the four children of President Eisenhower's new special assist-

ant, Edward T. Tait, reacted to her father's appointment to the White House post by musing: "I wonder if I'll get to meet the President . . . ever?" She added she hoped if he did send her an invitation it would be to his farm.

Subsequently an invitation to the presidential farm at Gettysburg did arrive at Tait residence, but alas for poor Betsy, it was for her parents only.

Though she's almost completely recovered from injuries suffered in an automobile accident over a year ago, Mrs. Leslie Biffle, wife of the former Senate secretary, says she's beginning to wonder if she'll ever do without her canes again. "People get to recognize you when you have something like that," she confided. "You sort of stand out in a crowd and folks say 'there's that woman with a cane . . . must be Mrs. Biffle!'"

Mrs. Biffle's canes have made for conversation on numerous occasions. Some of them were selected to match her costumes. One of the last was a handsome gold-

don't DO that!

DON'T SPRAY! Cover that sneeze, unless you want to be the most unpopular girl in the neighborhood.

Russell, Crain Star In Movie At Strand Sundae

Glamour and gaiety are the ingredients mixed into the dupe Technical Color Cinema screen version of "Gentlemen Prefer Brunettes," opening at the Strand Theatre through the Artists release. It was entirely on location, in Pasadena and Monte Carlo.

The stars of "Gentlemen Brunettes" are Jane Russell and Jeanne Crain, as the bride and groom, and Scott Brady, Young and Rudy Vallee, gentlemen.

"Gentlemen Marry Brains" a Russ-Field-Voyager production based on Anita Loos' famous best-seller about innocent abroad in not-so-innocent Europe. The rather extended center, Richard Sale turns in times—as writer of the movie with Mary Loos, who happens to be the wife of the producer with Robert Young who happens to be Jane's husband; and as director himself.

Age Can't Stop Kansas Publisher - Pilot

By FRANK K. TIFFANY AP Newsfeatures

WICHITA, Kan.—When a friend, the late Walter H. Beech, told Publisher Marcellus Murdock back in 1928 "you're too old to learn to fly," Murdock felt the challenge.

Then 45, Murdock told the veteran pilot and plane builder: "Just hire me a pilot and sell me a plane!"

In 30 hours of instruction, pilot Monty Barne taught Murdock how to fly a water-cooled Jenny—even cured him of a strong tendency to try to turn it on its back.

And now, at 72, Murdock gets greater pleasure than ever out of putting planes through their paces because he's newly-qualified for instrument flying. Cloud cover—gathering dusk no longer can lose him or worry him, because of the story his instrument board tells him.

CAA officials said the short, determined, white-haired publisher scored the highest grade ever recorded on the navigation part of the written examination, in passing the academic part of the tests.

Then came the check-out in actual instrument flying. The Wichita man admits he hesitated before tackling that grind. "I knew it was going to be darned hard work."

He got up for 5 a.m. lessons with Pilot William Nikkel as taskmaster, and flew, flew, flew. Came the time for his first blind-landing at nearby Hutchinson, Kan., airport and he was "right over the runway, and frankly just as surprised as my instructor."

He went through the maneuver repeatedly, to be sure it was no the Embassy household. A peek through the kitchen door showed me at least a half-dozen, rather young, buxom and rosy-cheeked women bustling about. Heretofore, American union bartenders, old-hands at shaking up the thirst-slackers, have manned the drinks of the Embassy parties. The Ivans and Igors at this shindig, apt in their vodka-pouring, well admit, didn't know a martini or a bourbon-on-the-rocks, from a free ballot. They just poured gin and bourbon straight, without ice, or water, into glasses.

accident. Now he does it for fun.

Murdock, publisher of The Wichita Eagle, part owner of radio station KFH, flies the Eagle's plane—a Beechcraft Bonanza. He takes it on news jaunts; admits a bit sheepishly "they justify my flying."

Then his eyes twinkle, his grin widens and he confesses: "There's a sort of uplift to flying—something akin to spiritual uplift. I guess it's a feeling that only people who fly can explain."

"There's a lot for you to get out of flying—pleasure, comfort, and serenity.

"And when you can fly by instruments, you gain in comfort and assurance. You can fly just for the fun of it—without the strain.

"I learned a lot about flying that I didn't know before. I'm no peewee any more—but I'm not cocky about it."

Since getting his CAA student pilot's certificate in December, 1928, and his private pilot's certificate in April the following year, he has flown at the controls more than 4,500 hours, wearing out several light planes; been a passenger in military craft and jets; and travels regularly by commercial airliner.

He's had some narrow escapes, "but the Lord just had his arm around me. I admit it—and I hope He still has. I don't think anyone gets anywhere, unless He does."

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