By REYNOLDS KNIGHT
MILLION SO (increasingly weight-conscious A merican shave helped the food industry move into a completely new area: the high-nutrition, low-calorie meal-in-a-glass.

Noting that some 30 million of time roop in and many of the more of incidence and many of the fable and many of the way some months ago and was quickly followed by a rash of company to centive terms the market "tan tastic," and the brand names of the swelght-reducing products are fast becoming regular contents of the fable and the brand names of the swelght-reducing products are fast becoming regular contents of the fable of the f versation bits among dieters and non-dieters alike. The taste of one is described as "some-thing like a malted milk."

THE PRODUCTS usually are The PRODUCTS usually are in liquid or powdered form. Water is added, and, as advertisements put it, "you can have a complete meal in a glass." These new offerings aren't confined to home use, either; restaurants in such cities as Chicago now offer them on the cago now offer them on the

Looming ahead is a violent competitive battle, with all manner of heavy advertising, special pricing, and "gimmick" promotions as the contestants struggle for this market

VETERAN FOOD men will tell you, of course, that low-calorie foods as such aren't new. But up to lately such products were confined to specially processed versions of already known foods, such as flavored gelatin desserts and canned fruits. Possibly those items may now be largely supplanted by the meals-in-a-glass.

ROADS TO prosperity—The stepped-up Federal Highway Program, which now pours more that \$4 billion a year into the nation's economy, will play a key role in helping tht U.S. reach new peaks of prosperity in the next decade, a current study discloses.

Economic benefits of the multi-billion program to modernize our federal and state highways will continue long after the system is completed, tht study indicates. A total of \$40 billion will have been spent on the interstate highway program alone when the 41,000 mile goal is reached.

THE STUDY of the economic impact of the highway program was made by the economics department of C.I.F. Corp., the nation's largest independent industrial financing company.

The program in its first four

The program in its first four years has put \$10,172,700,000 into circulation to build 9100 miles in interstate and defense miles in interstate and defense highways and 100,100 miles of primary, secondary and urban (ABC) roads in 50 states, the District of Columbia and Puerto Rico, the study shows.

The U.S. paid \$6,441,700,000 of the total, and the states \$3,731,000,000.

000,000.

The CIT study estimates that over \$35,000,000 more will be expended by the federal and state governments to finish the highway program, which is scheduled to be completed in 1972.

PLASTIC TEXTILE sprays-The Textile industry is con-stantly on the lookout for new techniques to pique the interest of the fashion-conscious con sumer. If the new textile technique also promises to cut costs, it is all the more intriguing from the manufacturers viewpoint.

Considerable interest, for both these reasons, is expected to be sparked by a recent announcement in Rawleigh, N.C. A new method of applying patterns and textiles to a wide range of fabries by production-line methods — but without the expense of costly engraving rolls or heavy fabrie-printing Considerable interest, or heavy fabric-print equipment — was demonstra-ted there at North Carolina State College's School or Tex-

THE PROCESS, an applica tion of plastics developed by B. F. Goodrich Chemical Co., involves spraying liquid viny plastic on textiles in abstract



Laymen Sunday

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