Minnesota, and others, has increased new car ownership by 59 percent in the years 1948 through 1957. New England and mid-Atlantic states have shown a car registration increase of 56 percent. However, the far west is up by 94 percent and the mountain states have jumped new car registrations by 86 percent. New car ownership in the south and southeast has soared by more than 90 percent.

This trend to "follow the market" has long been apparent in automobiles. In October of 1948, M. E. Coyle, then a vice president of the General Motors Corporation, told an audience:

> "You help us develop our markets and we will be glad to build a plant in your area. If you will see to it that we can sell 400 cars a day, you have a good chance of getting a plant."

Other industries are also "following the market." This was clearly the case with the Ferry-Morse Seed Company, which just last week announced it was moving its operations from a multi-storied plant in downtown Detroit, where it had operated for more than a century, to Fulton, Kentucky. James Pottinger, president of Ferry-Morse, said the firm was transferring its operations to a new and efficient one-story factory in Fulton since Michigan is no longer a seed-producing state (as it always was up to 1950) and Fulton is centrally located in terms of Ferry-Morse markets. The town of Fulton, Pottinger pointed out, is served by three major truck lines and two railroads and is located on two U. S. highways.

Another crucial consideration involved in the movement of plants from one locale to another is the "basing point" decision of the United States Supreme Court. While this decision corrected one aspect of the monopolistic price policies of the steel industry, it played a major role in the shifting of steel consuming industries from established manufacturing areas to the immediate vicinity of steel mills.

As a direct result of the "basing point" decision, Ford, General Motors, and Chrysler built many new stamping plants in or near steel-producing centers.

Accessibility to materials is often a significant factor in the location of new plants which are designed to use new materials that become an increasingly important factor with changes in technology. This was responsible for the construction of the new Ford Motor Company installation at Lister Hill, Alabama, near the huge Reynolds Aluminum plant. The same is true for the General Motors plant at Massena, New York. In both cases the availability of hydro-electric power determined the location of the aluminum plants, which in turn determined that the new auto facilities would be located far from the established auto production centers.

UNEMPLOYMENT IN THE AIRCRAFT INDUSTRY

The aircraft industry also is prominent on the list of industries causing distress. In this industry, where the government is itself ultimately the employer, unplanned layoffs with little or no notice to the workers or the communities involved are creating havoc all over the country. Between April 1957 and July 1958, 141,000 aircraft workers were laid off, frequently at the rate of 20,000 or more per month. Since April 1958, employment in this industry has risen by 15,000, but not necessarily in the same places where workers had previously been laid off. Some moderate pick-up in employment is expected in the near future, according to the Department of Labor, in San Diego, Sacramento, Hartford, and Columbus, none of which is a distressed area. Further declines in employment are expected in Birmingham, Buffalo, and Long Island which are already distressed areas.