

# Unit 7

## Industrial Location

## Human Geography

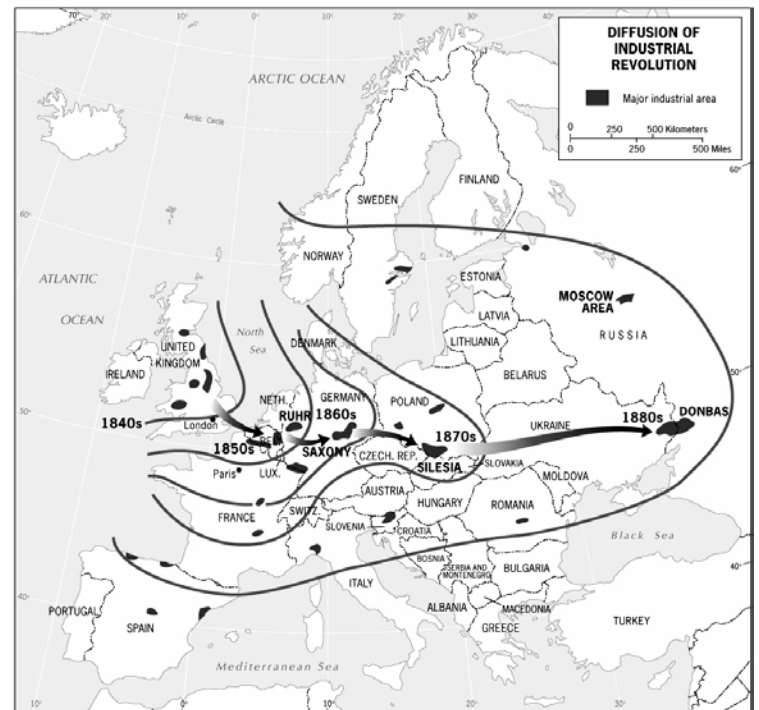
The following information corresponds to Chapter 24 in your textbook. Note: All of the following information in addition to your reading is important, not just the blanks you fill in, or the specific answers given.

### The “Preindustrial” World

- \_\_\_\_\_ - attempts to explain the locational pattern of an economic activity in terms of the factors that influence the distribution of wealth across an area.
- Industries did exist before the \_\_\_\_\_; for example, India produced goods of wood, iron, silver, gold, and especially \_\_\_\_\_ - in fact, they were more talented than any of the Europeans. (China & Japan also possessed a substantial industrial base before the Industrial Revolution)
- The Ind. Rev. began in the \_\_\_\_\_ of North-Central England (“\_\_\_\_\_ Country” - coal fields); the earliest factories (textile mills) were driven by \_\_\_\_\_-power; later, \_\_\_\_\_-power became much more practical (the steam engine rapidly increased the rate of change - railroads, steamboats,...).
- Britain had all the factors of production necessary to industrialize - \_\_\_\_\_, \_\_\_\_\_, and \_\_\_\_\_.
- No where else in Europe were \_\_\_\_\_ fields, \_\_\_\_\_ ore deposits, or \_\_\_\_\_ (necessary for shipping) located in such proximity; Britain also had thousands of peasants eager to make a living after farms had shrunk (due to the “Little \_\_\_\_\_” and the enclosure movement); not to mention they had a strong and stable \_\_\_\_\_, and a plentiful supply of wealthy investors & \_\_\_\_\_ who had benefited greatly from England’s overseas empire for many years.

### The Location Decision

- All economic models assume: 1) people will try to \_\_\_\_\_ their advantages over their competitors, 2) they will want to make as much \_\_\_\_\_ as possible, and 3) they will take into account \_\_\_\_\_ costs - such as energy, transportation, labor, etc...
- Von Thünen only had to deal with \_\_\_\_\_ industries, which are obviously located adjacent to the natural resources (farming, ranching,...).
- \_\_\_\_\_ industries are less dependent on resource location; they deal with more \_\_\_\_\_ costs such as energy, transportation, and labor.
- \_\_\_\_\_ - the increase in time & cost that usually comes with increasing distance; a key issue in trying to maximize advantages.
- \_\_\_\_\_ - the impact of a function or activity will decline as one moves away from its point of origin; a corollary to friction of distance.
- Alfred Weber devised the \_\_\_\_\_ (1909), which states that owners of manufacturing plants seek to minimize three costs: \_\_\_\_\_, \_\_\_\_\_, and \_\_\_\_\_ (too much can lead to high rents & wages, circulation problems - resulting in increased transport costs, loss of efficiency, and ultimately to \_\_\_\_\_).
- Some argue that Weber’s model doesn’t adequately account for variations in costs over \_\_\_\_\_ (e.g. taxation policies, consumer demand); this \_\_\_\_\_ suggests that decreases in certain costs can offset increases in others (e.g. lower transport costs could offset rises in wages).

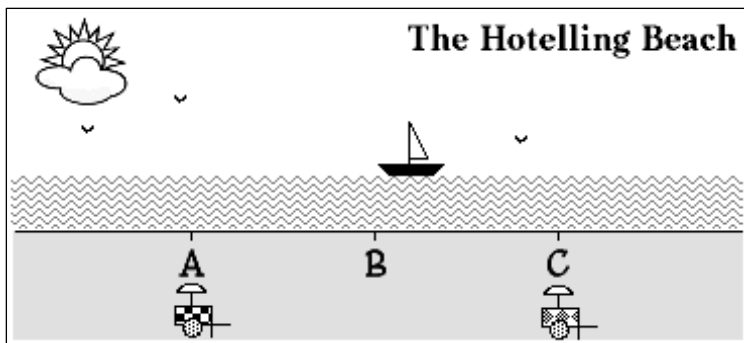


## The Location Decision (cont'd)

- [Edward] Ullman's \_\_\_\_\_ - forms a basis for understanding the volume & timing of the flows of goods b/w locations; there are three main concepts:
  - \_\_\_\_\_ - refers to the needs of one region matching the products of another (copper from AK to manufacturing cities, or oranges shipped from rural Florida to northern cities),
  - \_\_\_\_\_ - refers to the presence of a nearer opportunity which reduces the attractiveness of a more distant location, and
  - \_\_\_\_\_ - refers to ease with which products can be moved.



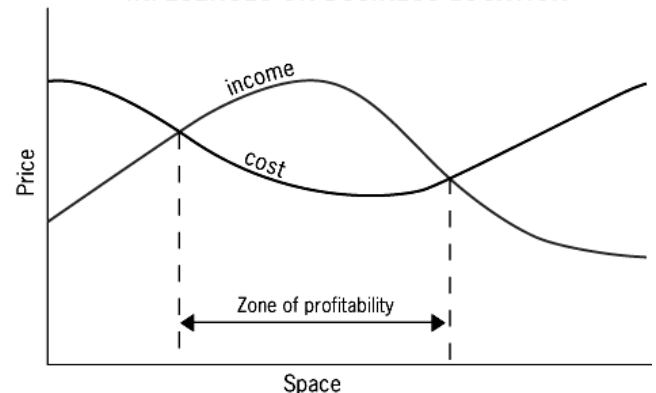
Kennicott Copper Mine, Alaska



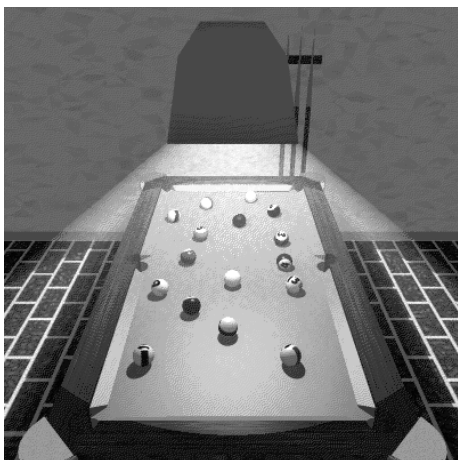
- Initially, the two vendors are located at points A & C; these locations would minimize the average traveling costs of the buyers and would result in each vendor getting one \_\_\_\_\_ of the business
- However, suppose the vendor on the left moved from point A to point B; he would keep all the customers to his \_\_\_\_\_, and get some of the other vendor's customers; for similar reasons, the vendor on the right would move toward the center, and an \_\_\_\_\_ would be established - both vendors would locate together in the middle (a third vendor greatly complicates this situation).
- In 1940, [August] Lösch countered Weber's studies of least cost location by seeking ways to determine \_\_\_\_\_ - \_\_\_\_\_; stating that firms will identify a zone of profitability (not just a point).
- \_\_\_\_\_ (clustering) can change the configuration of that zone; it can give the entire area a competitive advantage; it can also increase competition - \_\_\_\_\_ the size of the zone.

- [Harold] Hotelling's Model (1929) dealt specifically with \_\_\_\_\_ - the location of industries can't be understood w/o ref. to the location of other industries of like kind.
- For his model, Hotelling selected two competing ice cream vendors on a \_\_\_\_\_ (essentially 2-dimensional), where the people would be \_\_\_\_\_ distributed.

### DIAGRAMMATIC REPRESENTATION OF ECONOMIC INFLUENCES ON BUSINESS LOCATION



## Key Concepts in Transportation & Communication



- Transportation and communication requires a specially designed and constructed \_\_\_\_\_ (roads, railroad tracks, airports, even the Internet requires a series of physical connections).
- Once constructed, these systems are obviously fixed and may even constrain future \_\_\_\_\_ growth (e.g. colonial ties).
- Transportation and communication systems may be viewed as being like a \_\_\_\_\_ or a \_\_\_\_\_;
  - Surface - movement may occur like balls on a \_\_\_\_\_ table; you may move freely, but there is a high potential for collisions (forced to move at limited speeds).
  - Network - restricts movement to certain paths but because the likelihood of \_\_\_\_\_ is lowered the movement can occur at higher speeds (roads, airways,...). We modify systems b/w both.