Business Journalism: Past, Present and Future

Gerald Corrigan

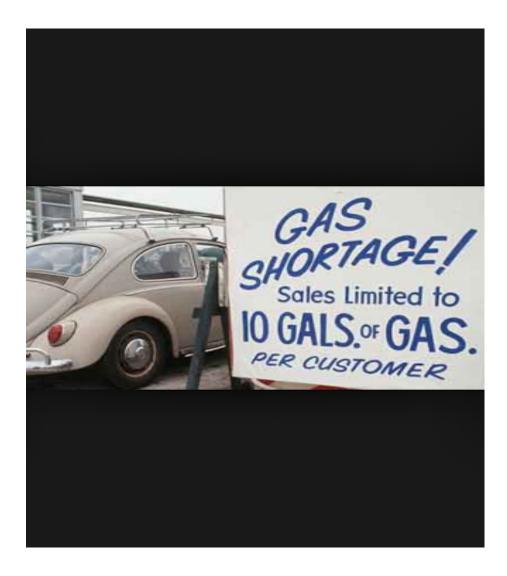
Minneapolis Federal Reserve



1973 Oil Embargo



Arab oil embargo



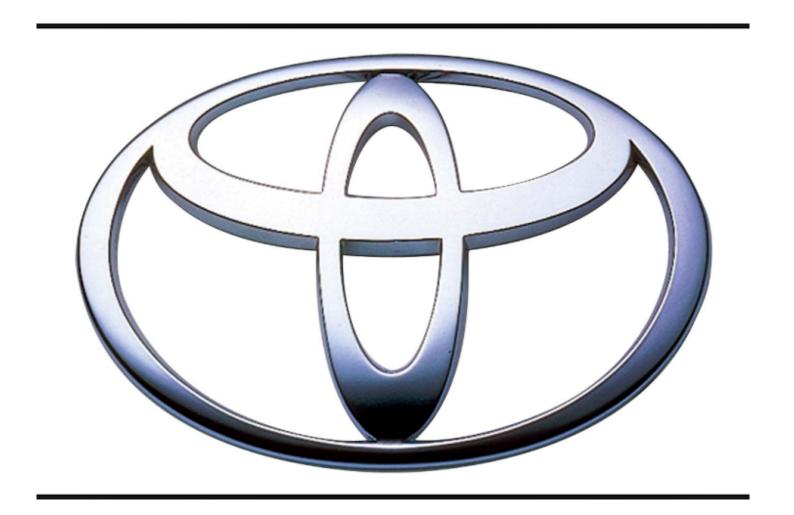
U.S. vs. foreign auto makers

		comakers%20winston/11_us_aut		⊕ ☆			
	Manufacturer by Geographic Origin						
Year	U.S.	Japan	Europe				
Market share of c	ars (%)						
1970	86	3	8				
1975	82	9	7				
1980	74	20	6				
1985	75	20	5				
1990	67	30	5				
1995	61	31	5				
2000	53	32	11				
2005	42	40	11				
Market share of l							
1970	91	4	4				
1975	93	6	1				
1980	87	11	2				
1985	81	18	0				
1990	84	16	0				
1995	87	13	0				
2000	77	19	1				
2005	70	25	3				
	ars and light trucks (%)						
1970	87	4	7				
1975	85	8	6				
1980	77	18	6				
1985	77	19	4				
1990	72	24	3				
1995	72	23	3				
2000	66	26	6				
2005	57	32	7				

Decline of the Big Three

Year General Motors Ford Chrysler (Domestic) Toyota Honda Market share of cars (%) 1970 40 26 16 2 0 1975 44 23 11 3 1 1980 46 17 9 6 4 1985 43 19 11 5 5 1990 36 21 9 8 9 1995 31 21 9 9 9 9 2000 28 17 8 11 10 2005 22 13 9 16 11 Market share of light trucks (%)* 1970 38 38 9 1 0 1975 42 31 15 2 0 1980 39 33 11 6 0 1985 36 27 14 7 0 1990 35 30 14 </th <th></th> <th colspan="8">Manufacturer</th>		Manufacturer							
1970	Year	General Motors	Ford	Chrysler (Domestic)	Toyota	Honda			
1975	Market sh	share of cars (%)							
1980	1970	40	26	16	2	0			
1985	1975	44	23	11	3	1			
1990 36 21 9 8 9 1995 31 21 9 9 9 2000 28 17 8 11 10 2005 22 13 9 16 11 Market share of light trucks (%)* 1970 38 38 9 1 0 1975 42 31 15 2 0 1980 39 33 11 6 0 1985 36 27 14 7 0 1990 35 30 14 6 0 1995 31 33 16 5 1 2000 28 28 15 8 3 2005 30 23 18 11 6 Market share of cars and light trucks (%)	1980	46	17	9	6	4			
1995 31 21 9 9 9 2000 28 17 8 11 10 2005 22 13 9 16 11 Market share of light trucks (%)* 1970 38 38 9 1 0 1975 42 31 15 2 0 1980 39 33 11 6 0 1985 36 27 14 7 0 1990 35 30 14 6 0 1995 31 33 16 5 1 2000 28 28 28 15 8 3 2005 30 23 18 11 6 Market share of cars and light trucks (%)	1985	43	19	11	5	5			
2000 28 17 8 11 10 2005 22 13 9 16 11 Market share of light trucks (%)* 1970 38 38 9 1 0 1975 42 31 15 2 0 1980 39 33 11 6 0 1985 36 27 14 7 0 1990 35 30 14 6 0 1995 31 33 16 5 1 2000 28 28 28 15 8 3 2005 30 23 18 11 6 Market share of cars and light trucks (%)	1990	36	21	9	8	9			
2005 22 13 9 16 11 Market share of light trucks (%)* 1970 38 38 9 1 0 1975 42 31 15 2 0 1980 39 33 11 6 0 1985 36 27 14 7 0 1990 35 30 14 6 0 1995 31 33 16 5 1 2000 28 28 28 15 8 3 2005 30 23 18 11 6 Market share of cars and light trucks (%)	1995	31	21	9	9	9			
2005 22 13 9 16 11 Market share of light trucks (%)* 1970 38 38 9 1 0 1975 42 31 15 2 0 1980 39 33 11 6 0 1985 36 27 14 7 0 1990 35 30 14 6 0 1995 31 33 16 5 1 2000 28 28 28 15 8 3 2005 30 23 18 11 6 Market share of cars and light trucks (%)	2000	28	17	8	11	10			
1970 38 38 9 1 0 1975 42 31 15 2 0 1980 39 33 11 6 0 1985 36 27 14 7 0 1990 35 30 14 6 0 1995 31 33 16 5 1 2000 28 28 15 8 3 2005 30 23 18 11 6 Market share of cars and light trucks (%)	2005	22	13	9	16				
1970 38 38 9 1 0 1975 42 31 15 2 0 1980 39 33 11 6 0 1985 36 27 14 7 0 1990 35 30 14 6 0 1995 31 33 16 5 1 2000 28 28 15 8 3 2005 30 23 18 11 6 Market share of cars and light trucks (%)	Market sh								
1975				9	1	0			
1985 36 27 14 7 0 1990 35 30 14 6 0 1995 31 33 16 5 1 2000 28 28 15 8 3 2005 30 23 18 11 6 Market share of cars and light trucks (%)	1975	4 2		15	2	0			
1990 35 30 14 6 0 1995 31 33 16 5 1 2000 28 28 15 8 3 2005 30 23 18 11 6 Market share of cars and light trucks (%)	1980	39	33	11	6	0			
1995 31 33 16 5 1 2000 28 28 15 8 3 2005 30 23 18 11 6 Market share of cars and light trucks (%)	1985	36	27	14	7	0			
1995 31 33 16 5 1 2000 28 28 15 8 3 2005 30 23 18 11 6 Market share of cars and light trucks (%)	1990	35	30	14	6	0			
2005 30 23 18 11 6 Market share of cars and light trucks (%)	1995				5	1			
Market share of cars and light trucks (%)	2000	28			8	3			
	2005	30	23	18	11	6			
	Market sh								
1970 40 20 15 2 0	1970	40	28	15	2	0			
1975 43 25 12 3 1	1975	43	25	12	3	1			
1980 45 20 9 6 3	1980	45			6	3			
1985 41 21 12 6 4	1985	41	21	12	6	4			
1990 35 24 11 8 6	1990	35	24		8	6			
1995 31 26 12 7 5	1995	31	26	12	7	5			
2000 28 23 12 9 7	2000	28			9	7			
2005 26 19 14 13 9	2005	26			13	9			

Toyota



Honda



Mercedes-Benz



BMW



Geely



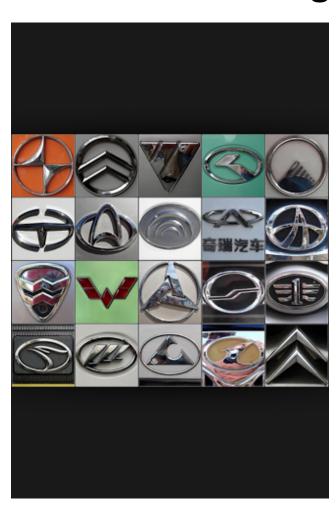
Geely



Great Wall



The Big Twenty? China automaker logos



Wall Street Journal



Financial Times



Fortune



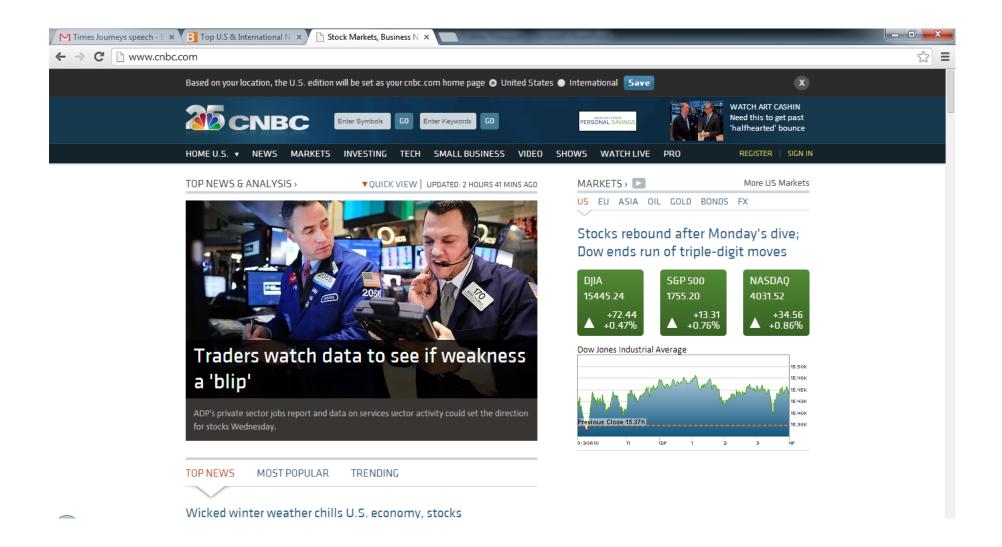
Forbes



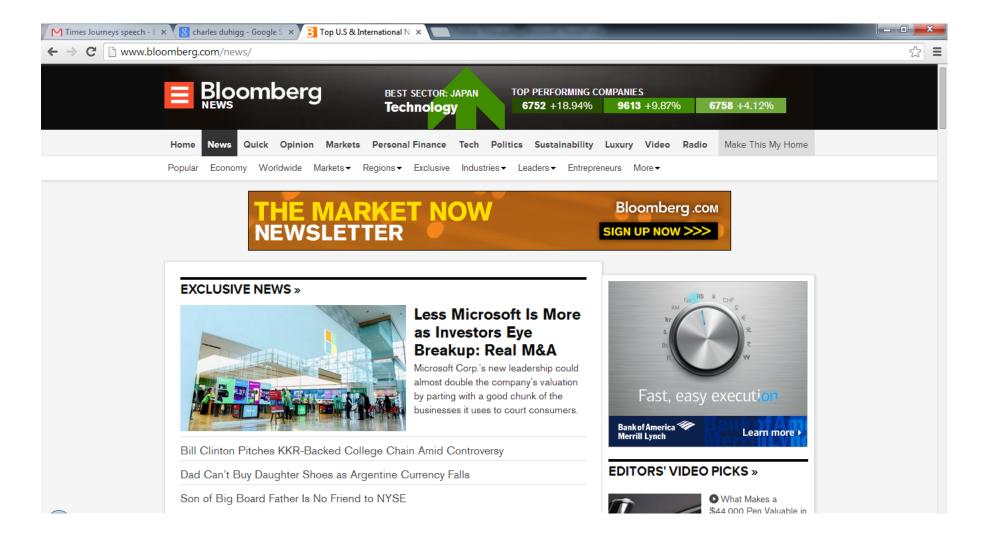
Bloomberg BusinessWeek



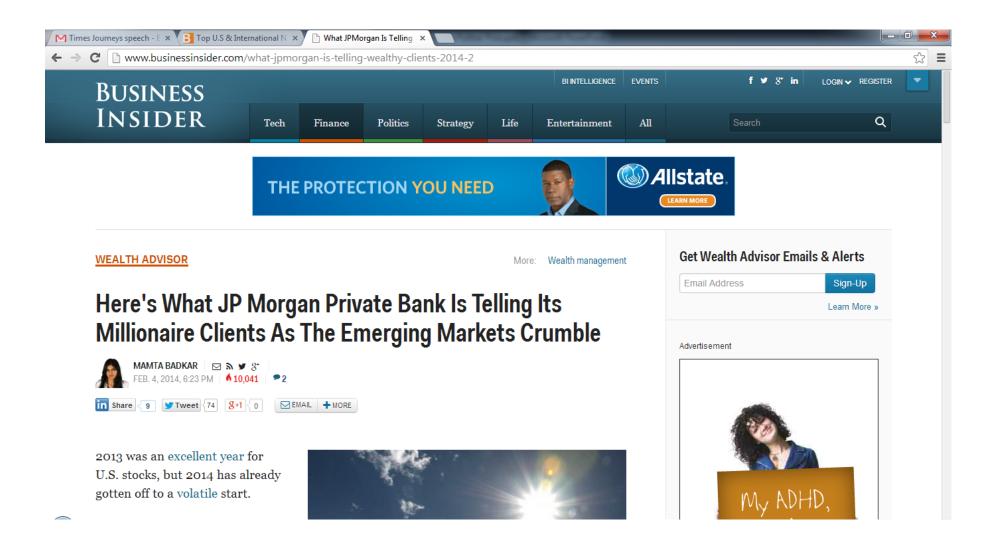
CNBC



Bloomberg News



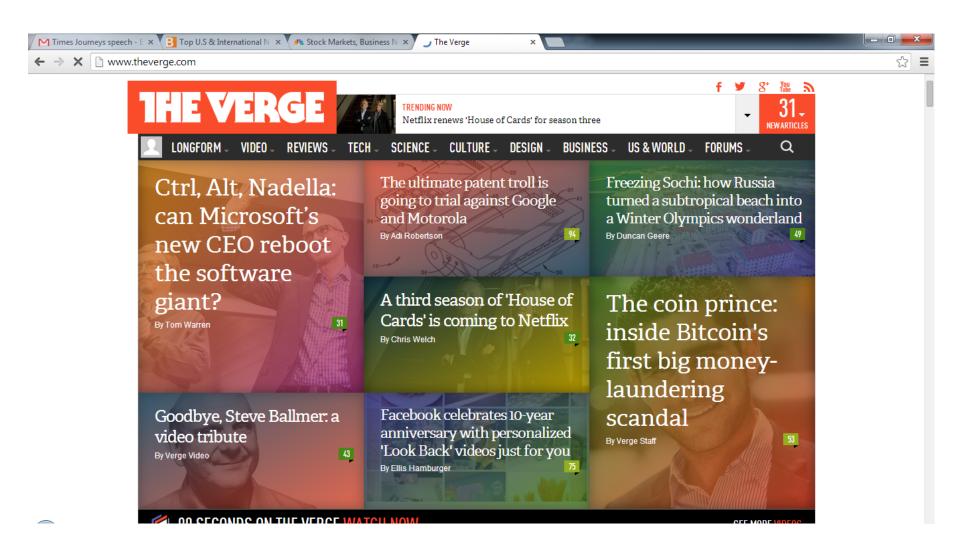
Business Insider



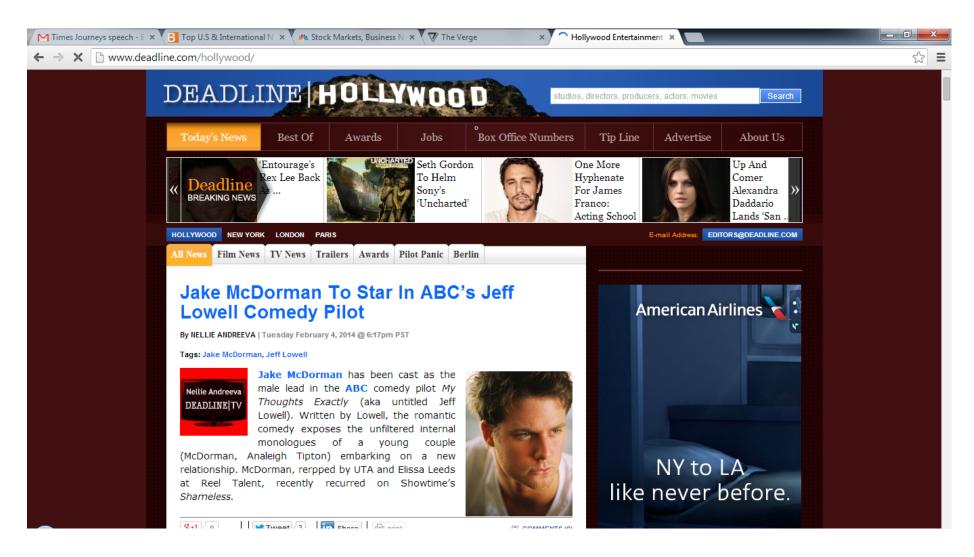
Henry Blodget Business Insider



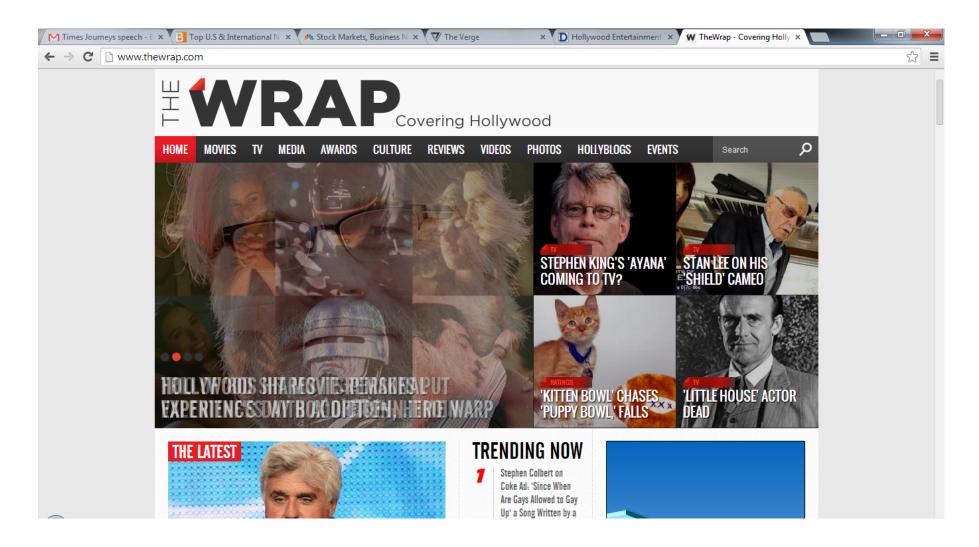
The Verge



Deadline Hollywood



The Wrap



Diana Henriques New York Times

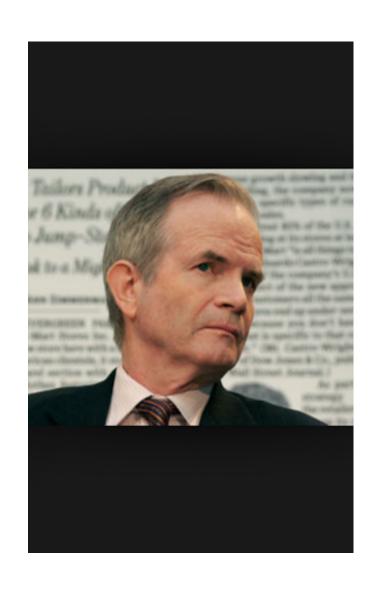
Certainly the biggest shifts in economic journalism have been the remarkable increase in specialized expertise among business journalists and the showcasing of business news in the mainstream media.



Paul Steiger ProPublica and Wall Street Journal

The biggest change is the rise of the analytical or sometimes opinion columns and blogs, both on the big journalistic platforms and on the web.

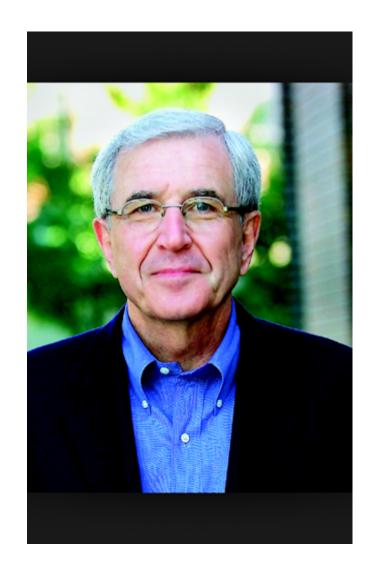
Reporters and editors are more sophisticated, without writing down to their readers.



Barney Calame Wall Street Journal

The integration of business journalism with international, political and social policy coverage has been a major change.

The global view of economic journalism is another. Stories now deal with developments around the world.



Joe Nocera New York Times

Before the 1980s, business journalism was a backwater (except perhaps at the WSJ). Then came the roaring bull market, which began in '82 and riveted the American public, and the rise of corporate raiders, who were swashbuckling and fun to write about.



Floyd Norris New York Times

The biggest change in business coverage - aside from the sheer quantity - is the increase in knowledge of many reporters.

Another change, easily overlooked, is how pervasive financial markets have become in our lives. In the 1970s, there simply was not that much interest.



Paul Ingrassia Reuters

The biggest change is the extent to which business/economic news and general/ political news has merged.

Is the Eurozone crisis an economic story or a political story? (Answer: both.)



Keith Bradsher New York Times

As businesses and the affluent have become the main market willing to pay for news instead of getting it free, resources have flowed to economic coverage.

The tricky question lies in writing about issues in which economic elites may have different interests from the rest of society.

