

The editors of the book, Demko and Wood, address the issue of populations and international migration as an important new theme in the emergence of New World Orders. Demko argues that international cooperation and coordination are mandatory if they are to prevent the continued chaos of the present period, bringing with it much human misery and death. The emergence of a twenty first century global community requires immediate global attention to this problem. This requires international agencies to succeed in integrating the geopolitical, economic, cultural, demographic and ecological dimensions of refugee and migration issues.

The third, and final, section of the book deals with international processes and globalization. A number of challenging topics are raised here, especially those dealing with the role of non-state organizations in influencing the emerging patterns of politico-spatial organization. These range from the roles of NGO's to that of international business organizations, each of which crosses state boundaries and exclusive state sovereignty. Stanley Brunn and Jeffery Jones discuss the importance of the changing world of information and communication, raising questions concerning the impact of cyber space and satellites on the existing pattern of states and territories. Bernard Nietschmann introduces the concept of the Fourth World, one in which the emphasis switches from the importance of the state to the cultural boundaries of nations. More importantly, he argues, fourth world theory seeks to actively change the world rather than simply to describe it.

This is a varied but important collection of papers which seeks to understand the changing patterns of territories and states in the New World Order. Many of the chapters address themes which discuss the diminishing importance of physical boundaries, territorial sovereignty, and the partitioning of the world into states. At the same time, the emergence of many new, often small and ethno-homogeneous, states is not adequately discussed as part of the counter argument. The book leaves us with a feeling of what the dangers and potentialities of a new world functional order could be, rather than what it will definitely be about. The dialectic between globalization and ethno-territorial exclusivity will continue to challenge us well into the twenty first century.

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ARAB INDUSTRIALIZATION IN ISRAEL: ETHNIC ENTREPRENEURSHIP IN THE PERIPHERY by Izhak Schnell, Michael Sofer and Israel Drori. London: Praeger, 1995.

Despite the many obstacles that confront Israeli-Arabs, they nevertheless are able to integrate quite well in Israel's economy. This is one of the main conclusions of a research carried out by two geographers and a social anthropologist of Tel Aviv University. The research is based on a survey which comprised 60% of all the

industrial plants that exist in Arab settlements, 70 interviews that were conducted with Arab entrepreneurs, and many questionnaires that were distributed to main Arab local councils regarding industrial development in their communities.

It seems that Arab entrepreneurship remains very marginal in Israel's economy. Future infrastructural investments in the territories of the Palestinian authority and in Jordan, where the cost of labor is cheaper than in Israel, may transform Israeli-Arab industries, especially textile, into a non-competitive one. Such a situation may encourage Israeli Arabs to develop more advanced industries if rapid increase of Israel's economy and better access to the neighboring Arab countries will create new opportunities on one hand, and if the physical infrastructure in the Arab settlements will improve and enable investments in growing industrial branches on the other hand. The authors suppose that the future economic policy of the government should take into account these variables.

One of the reasons that Israeli-Arabs choose the entrepreneurship track is their divided identity. Although the Israeli labor market offers a better professional challenge with higher rewards, many of the Israeli Arabs refrain from long commuting distances and fear from work in an estrange cultural environment, despite the fact that labor in the Arab sector can guarantee only lower wages, less promotion opportunities and scanty social rewards. Initiation of new concerns is accepted by many Arabs as a way to break the walls of their limited opportunities. With one face turned to the Arab entrepreneurship environment, and the other to the Jewish one, the entrepreneur strives to bridge between both.

Despite the marginal status of the Israeli-Arab entrepreneur, a dynamic industrial trend is demonstrated by both the Jewish and Arab sectors to obtain the best of any opportunity. The Arabs have to overcome big obstacles though, among them the lack of minimal infrastructure in their towns and villages. This is demonstrated best by the fact that only in the 1970s were the Arab settlements connected to the national electricity and water supply system of Israel.

Entrepreneurship in the Israeli-Arab sector has been related to the needs of the community and supported by the prevalence of large families. The increased need for housing, for instance, accelerated the growth of the construction industry which is nowadays dominant among companies owned by Arabs. High birth and low mortality rates, and the custom to build a house as a condition for marriage, brought to an increase in industries that specialized mainly in building materials. To these may be added food, timber, textile and clothing industries.

The industries in which most of the Israeli-Arab labor force is engaged, 90 percent of which are women, are textile and clothing. Sewing workshops grew as home and family industries, and were preferred by Arab women. Their non-commuting culture makes this kind of labor very comfortable for them, while potential employers find interest in Arab women's readiness to work for lower wages and diminished social rewards.

Israeli Arab entrepreneurs take fewer risks than the Jewish ones. They prefer to work hard, with personal investment and family support, and even to invest in

modern machinery, rather than to develop new lines of production. This may be explained by the difficulties which Arab entrepreneurs face that curb their initiative: unfair competition from Jewish development towns supported by the government; competition with cheap labor that comes from Judea, Samaria and the Gaza Strip; and the threat of cheap labor which may arrive from Jordan.

The book includes four parts. Part one begins with an introduction, background and the aims of entrepreneurship on the whole, together with models and main concepts of the study. Part two describes the historical development of the Arab industry, its various branches, and their spatial distribution. Part three analyses the structural characteristics of Israeli-Arab entrepreneurship and its linkages to land and infrastructure, while part four discusses the Arab and the Israeli milieu involved in industrial entrepreneurship.

The contribution of this book is fourfold: It is based on a unique case study which may expand comparative crosscultural research; it presents new theoretical formulations regarding issues that remain unresolved in the current literature on ethnic entrepreneurship; it is grounded on intensive field research; and it offers possible guidelines for a constructive policy formulation.

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THE GEOGRAPHY OF URBAN TRANSPORTATION 2nd Edition, By Susan Hanson (editor). New York: Guilford Press, 1995.

How does one describe the urban transportation problem from a geographer's perspective? Is it the competition over scarce resources of time, space and money? Or is it the complex set of relationships which govern the flow of people and goods, such as urban qualities, distances traveled, journey purposes and modes of travel, with special emphasis on the adverse effects of the private motorcar on the quality of life and the natural environment? The significance of the problem arises from the fact that today over one half of the world's population live in urban areas and the proportions are rising rapidly. The problem is a world-wide one and is worsening steadily as urban populations grow, car ownership increases, and public transportation faces deepening financial crises. Susan Hanson's book tries to set out both the theoretical and practical problems, yet also gives students an idea how social scientists and planners have analyzed these problems in the past.

When the book first came out in 1986, geographers had few textbooks available to them for courses on urban transportation. Ten years later the new edition is a refreshing addition to the literature, while at the same time preserving the excellent structure of the original collective papers. Although edited and multi-authors books tend to be regarded as loosely-arranged essays with variable formats and styles, Hanson has edited this book with care and skill. Even though the