

contrast with each other, as a negative correlation exists between the two branches.

E. Transport and communication is the productive economic branch into which Arab penetration seems to grow in a more stable manner than in other branches, fluctuating not in response to specific events. As reflected also in the occupational structure of employment, it seems also in this table that it is becoming increasingly unattractive to Jewish labor, hence Arabs are increasingly moving in. Due to the small size of the country, transport and communication can never become an economically strategic economic branch. In other words, transport workers in Israel are not likely to become a powerful trade union with the bargaining power truck workers in the United States or, for that matter, in Chile enjoy.

F. The highest rates of change in the Arabs' post-1967 industrial structure of employment lies in their penetration into the service sector, specifically personal services. While the size of the personal service employees declined by 7 percent among Jews, it grew by 305 percent among Arabs (Row C, Column 7). In the eight years prior to the war, the contrary was true. Jews were more strongly attracted to this kind of employment than Arabs. In 1975, the Arab labor force, totaling then 9.7 percent of Israel's citizen labor force, has constituted 11.3 percent of all personal service employees, an over-representation by a factor of 16 percent. Personal services thus becomes the third of the economic branches in which citizen Arabs are over-represented, the other two being construction (by 194 percent) and agriculture (by 146 percent).

In interpreting this pattern of labor, average wage may be a factor. Personal services are in the very bottom of the country's wage structure.