

It should be emphasized, however, that tenancy is much more important than that indicated by the above mentioned data. During the course of his interviews with farmers and concerned officials, the researcher discovered that more than half the number of holdings under intensive cultivation in Tulkarm, Jenin, and Jericho districts are cultivated by tenants - mostly on a cash rent basis. Besides, a certain form of tenancy is very common in olive production where owners delegate picking of the crop to "tenants" against a given share in the yield of fruits - currently at a round one third of it.

Despite having no law governing tenancy, West Bank agriculture does not suffer from serious inefficiencies as a result of tenure problems, in contrast to agriculture in most less developed countries. Disputes between land owners and tenants are rare, and in the vast majority of cases the leases are renewed automatically. In fact, it could be assumed that tenancy has even helped to improve productivity in areas of intensive agriculture by handing over scarce land and water resources to professional farmers who have acquired considerable expertise over recent years.

Disputes among owners, however, are fairly common, mainly due to conflicts arising between heirs, or ambiguity of titles in areas which have not been surveyed by the cadastral office. Disputes of this sort can be characterized by such ferocity that they may even eventually result in bloody feuds! Land ownership, evidently, is characterized by a profound emotional attachment which almost over-rides all other sentiments.

#### Communications

The West Bank towns are connected by a reasonably good main road system which was laid down during the early days of the British

Mandate. During the Jordanian rule, very few additions or improvements were introduced, partly because of serious topographic difficulties, but mostly as a result of official discrimination in favour of the East Bank. By June 1967 the West Bank had only around 500 kilometres of main road (0.09 km per one square kilometre of land area), and not one road had more than two lanes (see Map No 5).

But the most striking weakness in the road network lay in rural areas. Although roads connecting villages with neighbouring towns were reasonably passable, very few asphalted roads were constructed between villages and surrounding farm areas. This resulted in very serious problems in regard to handling of produce, especially of such perishable products as grapes and tomato.

During Israeli occupation major additions in the road system were introduced. Many long roads of good quality were opened in the early days of occupation for the purpose of security, and later many more were constructed for serving Israeli settlements. Unfortunately, it is not possible to lay down on a map all roads built by Israel, because no adequate information is available.

In spite of their length and good quality, Israeli West Bank roads serve very limited purposes for local citizens, and especially agricultural production purposes. This is due mainly to their remote location, and sometimes to restrictions imposed by settlers.<sup>1</sup> Furthermore, the Military Administration has displayed a restrictive and

1. A prominent example is the lateral road connecting the Allon road with the Nablus-Ramallah highway and passing by the Shillo settlement. All the land used by the settlement and the road belong to the residents of Sinjel, whose Arab residents are prevented from making use of the new road except when going on foot.