

to construct houses for their own, applying both skill as well as savings gained during the construction boom; and many others, specifically the landless, rushed into purchasing a self-employment means for securing their future livelihood. Many chose trucks to transport Arab workers into Jewish work places and in-between to transfer "Jewish" commodities into Arab residential areas, thus combining both transport and sales as an alternative form of work.

The growing representation of Arabs in these two labor categories after the 1967 War can be attributed, in part, to a growing demand in more attractive labor categories into which Jewish salesmen and transport workers moved, leaving room in their previous occupation to be filled-in by Arabs. In other part, it has to be attributed to Israel's desperate need for expanding her commodity market into new Arab frontiers within the 1948 borders and, more importantly, across them into occupied territories. Palestinian-Arab labor, not only from Israel, but also from occupied territories, became in high demand for more effective results in promoting Arab consumerism towards Israeli commodities. This went even beyond the occupied territories, into Arab countries through the "open-bridges" policy.<sup>13</sup> The latter made it absolutely necessary to mobilize workers from the territories into this employment category.

This point leads directly into the new major element in Israel's current employment structure, that is, the non-citizen-Palestinian labor force from the occupied territories. The construction of Table A is the very first attempt in the literature to reconstruct the employment structure of Israel's labor force on the basis of the new realities created