

Many of the neighborhoods in Jerusalem were later patterned after European models, mainly British and German. While at the beginning the residents abided by the by-laws, with time the degree of adherence to them diminished. In most neighborhoods many structures were added to the original buildings with a distortion of the original planning, and construction took place in open public areas. Motorization also led to a deviation by widening narrow lanes. Many of the buildings were not properly maintained and old buildings were destroyed. The population has changed in the course of time and the ethnic and socio-economic composition has altered. Original by-laws were cancelled after the land was registered in the name of new buyers.

The book is divided into four parts. Part one deals with the real estate and the housing market in Jerusalem, ownership of land, land prices, rent rates and costs of construction. Part two describes the Christian and Muslim initiators of modern constructions in Jerusalem and the Jewish entrepreneurs. The third part analyzes physical and social planning in Jerusalem during that period of time, while the fourth part illustrates a series of by-laws concerning the main issues mentioned in the former chapters.

More than 50 plates and figures illustrate the history of planning, building and construction in Jerusalem and the atmosphere which existed in those times when Jerusalem began to be settled outside the walls.

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JAFFA, A CITY IN EVOLUTION 1799-1917 by Ruth Kark. Jerusalem: Yad Izhak Ben-Zvi Press, 1990.

This book is an English translation of Ruth Kark's book which was also published by Yad Ben-Zvi in 1984. That volume, in turn, was partially based on Kark's doctoral dissertation entitled "The Development of the Cities of Jerusalem and Jaffa—1840 up to the First World War, A Study in Historical Geography" (unpublished Ph.D. dissertation, The Hebrew University, Jerusalem 1976). Thanks to this well-edited study, the English language reader can make his acquaintance with another stratum of the urban historical geography of the Holy Land in the contemporary era. The work will serve as a companion to other pioneering studies on Jerusalem during that period, e.g., by Yehoshua Ben Aryeh, which have also appeared recently in English translation.

This volume is a classic study in urban historical geography. The research design is predicated upon the inductive method and the author marshals a wide variety of historical sources to carry it out. This synthesis provides us

with an explanation of Jaffa's urban development from its conquest by Napoleon until the outbreak of the First World War. During this period, Jaffa was transformed from a small Middle Eastern town to a heterogeneous coastal city. Territorially, Jaffa which had not exceeded 25 acres, grew fifteen-fold while its population, which was less than 2,500, increased by a factor of 18. Jaffa thus became the most important economic center of Palestine and one of the most important centers in the Eastern Mediterranean basin. What were the forces which contributed to this change? and how could Jaffa be characterized during its development stage? These central topics and others are addressed in Kark's study.

The book contains five chapters and an epilogue. The first chapter deals with the political background; the second with the progress of the city's built-up area, thus including the establishment and development of Jaffa's various suburbs and neighborhoods which began to take shape outside the city walls and around Jaffa. A few of these neighborhoods would subsequently form the nucleus of Tel Aviv, the first modern Hebrew city. The third chapter deals with demographic developments; the fourth with services and transportation; and the fifth deals with the economic reality and details the development of agriculture, handicrafts, industry, trades, building and services. The epilogue sums up the physical development of Jaffa while analyzing the processes which influenced the city's growth.

It emerges that Jaffa's development can be explained both as a by-product of Jerusalem's development, as well as part of a process initiated by changes in the global, regional and local economic and transportation system, which similarly stimulated the development of additional coastal cities in the Eastern Mediterranean basin. To this one should add Jaffa's intrinsic advantages beginning with its geographic position as a natural port relatively close to Jerusalem. Jaffa's attractions—a port adjacent to the city combined with the availability of flat areas, a supply of land for sale, abundant water resources, a relatively well-developed agricultural hinterland—made it advantageously placed for economic development. Jaffa could attract financiers, serve as a venue for real estate deals, promote growth in handicrafts and industry, provide a center for commerce and export, and offer services to travelers and to other economic branches. Jaffa's location as a gateway to Palestine lured immigrants to it and facilitated the formation of a core population whose character differed from Jerusalem's. Jaffa became a more modern and more secular community. It was open to economic and social change and to more contemporary modes of economic activity. Jaffa hence became the center of both the Jewish workers movement and the Zionist movement. As a result, towards the end of the period, Jaffa became the political and cultural capital of the new Jewish community.

Without seeking to minimize the important contribution of this work, one is aware of the omission of a chapter examining the subject in a general ur-

ban context, especially in light of the fact that the author had already laid the factual groundwork in the Hebrew edition. This information might not be useful for the English reader who has less interest in minute details (for example the tables supplied on pages 145-152). There could have been an examination of Jaffa as a Middle Eastern port city, based on the general findings of V.F. Costello, in *Urbanization in the Middle-East*, 1977 and .A.B. Rivlin and K. Helmere, in *The Changing Middle Eastern City*, 1980. An exploration of the comparative dimension between Jaffa and Jerusalem, which could also have been presented in the general context of a comparison between the interior cities and the coastal cities of the Middle East, is similarly lacking.

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