

However, it seems to this reviewer that a less pessimistic forecast of future migration flows is justified. Past flows to the mainland have always been sensitive to the state of the mainland labor market. As unemployment declines on the mainland, increasing numbers of migrants should again become employable; indeed, the crude figures of San Juan airport arrivals and departures for the past two years suggest that sizable net out-migration has already resumed. Since new accretions to the insular labor force are undergoing constant up-grading, it is reasonable to expect that a substantial proportion of the labor surplus will migrate with improved chances of success. Furthermore, the continuing social integration of the two societies which Hernández foresees should operate to weaken further the non-economic factors which impede migration to the mainland and which motivate a return.

Given the nature of the data, there are severe limits on positive conclusions about the motives underlying return migration. However, Hernández has extracted the maximum from his data and developed hypotheses consistent with them.

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*Transport Technology for Developing Regions: A Study of Road Transportation in Venezuela.* By RICHARD M. SOBERMAN. Cambridge, 1966. M.I.T. Press. Maps. Charts. Tables. Figures. Notes. Appendices. Bibliography. Index. Pp. xii, 177. \$10.00.

This book is one of a series of monographs published under the auspices of the Joint Center for Urban Studies supported by the Massachusetts Institute of Technology and Harvard University. In 1961 the Center began to take part in planning Ciudad Guyana, a new city in the interior of Venezuela which is being developed by the Corporación Venezolana de Guyana (CVG). This is a semi autonomous government agency founded by President Rómulo Betancourt to exploit the great natural resources of the region, principally hydro-electric power and iron ore. In so doing it will provide coordinated development for the entire region so as to ensure balanced industrial growth and above all create a metropolis that will preserve the natural beauty of the site, make possible sound community life, and minimize the hardships that attend rapid population growth in a developing country. For five years a group of physical planners, economists, urban designers, anthropologists, and others recruited by the Joint Center worked with the CVG staff on the project. The volume under review is the second in a series of studies written by this group. At the time that the author

carried out research for the volume, he was a graduate student in civil engineering at the Massachusetts Institute of Technology serving the project for one year as a research fellow.

The book is intended primarily as a guide for engineers and planners, and at first glance by a historian its rhetoric is appalling. But once the outer breastwork of technical phraseology is penetrated, the inner fort reveals surprising and rich insights into the practical problems faced by planners in developing areas. The author makes this clear by comparing conditions in these areas with what can be expected in developed areas.

The complications and uncertainty of the former are illustrated in Chapter IV, devoted to a case study of transportation planning in Guyana. Through the eyes of the engineer-economist the reader is shown the myriad factors entering into decisions relating to planning and building highways. The chapter provides also an excellent description of the industrial complex centered in Ciudad Guyana, which by 1980 will have an estimated population of 600,000.

There is an extensive bibliography of interest mainly to engineers and economists, but here and there are rare items of special interest to the historian of transportation in Latin America.

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*Oil and Steel. Processes of Karinya Culture Change in Response to Industrial Development.* By KARL H. SCHWERIN. Los Angeles, 1966. University of California. Latin American Center. Illustrations. Maps. Tables. Figures. Appendices. Bibliography. Pp. 287. Paper. \$5.00.

This monograph is number four of the Latin American Studies series being produced under the editorship of Johannes Wilbert. It is based on field work carried out by the author and his wife during 1961 and 1962 among the Karinya of northeastern Venezuela. After a brief introduction (Part I), Schwerin discusses the changes which have taken place in two Karinya villages (Cachama in Part II and Mamo in Part III). In Part IV he discusses the differences between them with reference to his model of culture change.

Cachama and Mamo "presumably once shared a common culture" (p. 227). Both have been altered extensively by the influence of the oil (Cachama) and steel (Mamo) industries. Since the nature and rate of change in the two communities differ, Mamo and Cachama contrast strikingly. The former has adapted well to forces and influences external to it, while the latter is characterized by socio-cultural