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Photo by Ilan Brumer/GPO

Defense Minister Moshe Dayan, center, Chief of Staff Yitzchak Rabin, right, and Jerusalem Commander Uzi Narkis enter through the Lion's Gate into Jerusalem's Old City shortly after its capture on June 7, 1967.

the Jerusalem Institute found. However, studies also have found that most Israelis would not choose to live in Jerusalem, which they view as dangerous and impoverished.

"If this trend continues, by 2025 about 50 percent of the city will be Palestinian, and that means Jerusalem will be a binational city," Hebrew University geographer Shlomo Hasson said. "The capital of a Jewish and democratic state would be a binational city. This is the first step toward a binational state, so the question is: 'What needs to be done?'"

"You can say every city is divided when you look at the deeper issues such as religion and economy. Some are more divided than others," Hasson said. "We don't live in a divided city. We live in a polarized city."

Just as educated, secular Jews are fleeing Jerusalem, many of the city's Arab elite are leaving for the nearby West Bank city of Ramallah, which in recent years has replaced eastern Jerusalem as the Palestinians' economic and cultural hub because of the economic and logistical difficulties of life in Jerusalem.

Meanwhile, reflecting a change in recent years, the Jerusalem Institute poll found that 58 percent of Israeli Jews are in favor of concessions on Jerusalem as part of a possible future peace deal with the Palestinians.

Lack Of Infrastructure

Steeped in history and religious significance, Jerusalem is among the most difficult issues in Israeli-Palestinian negotiations. Palestinians claim the eastern part of the city as their future capital, a claim

most Israelis continue to reject, although it reportedly was part of the Israeli government's offer to Palestinian negotiators during peace talks in 2000.

Dore Gold, president of the Jerusalem Center for Public Affairs think tank, said the essence of the conflict over Jerusalem is more religious than economic or political, but Israeli authorities do have to address the problems of the eastern part of the city.

"We have to invest a lot more in Jerusalem if we want to strengthen our claim," he said.

Infrastructure is something of a disaster in eastern Jerusalem. There is a shortfall of some 1,000 school classrooms, shortages in most public services and other infrastructure needs, ranging from water to sewage lines, proper roads and public transportation.

Living conditions are overcrowded, as the municipality rarely gives building permits to eastern Jerusalem residents. Some say that is part of a policy to restrict development and planning in Arab parts of the city.

Some observers see a policy of deliberate neglect by authorities who want to push Palestinians out of the city. Others say it's simply a problem of representation: Arab residents of eastern Jerusalem who were brought under Israel control in 1967 do not recognize Israeli sovereignty and, in protest, have elected not to vote in municipal elections.

Arab Jerusalemites, who receive Israeli medical insurance and social security

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Detroit Rallied 'Round Israel



Philip Slomovitz

In the weeks leading up to the Six-Day War, Detroit Jewry mobilized to help Israel however it could.

The May 26, 1967, *Detroit Jewish News* reported on a statement adopted at an "emergency meeting attended by Detroit's community leaders," organized by the Jewish

Community Council.

Dr. Samuel Krohn, Council president, sent a telegram to President Lyndon Johnson asking him to "quickly and publicly reaffirm repeated undertakings and commitments to protect the territorial integrity of Israel" and called for similar telegrams to be sent to the president, the secretary of state and congressional representatives.

The statement also asked the U.S. to be prepared to support "free passage" (Israeli access) in the Straits of Tiran and the Gulf of Aqaba, as President Johnson had promised, and stated, "It is important

that the victims of aggression not be confused with the aggressors."

Community members also were urged to purchase Israel Bonds and pay their pledges to the Jewish Federation's Allied Jewish Campaign.

On June 4, less than 24 hours before the war began, more than 6,000 people attended a "Freedom and Democracy Rally for Israel" at the Jewish Community Center at Meyers and Curtis in Detroit. Among the many speakers was Leonard Woodcock, vice president of the United Automobile Workers, who told those assembled on the playground that "the cause of Israel is not just a cause for the Jews of the world, but for all freedom-loving people."

More than \$1.5 million was sent to Israel from the Federation; Israel Bond purchases topped \$600,000; and more than 200 people signed up to go to Israel to help once the ban on travel to the Middle East was lifted.

Rallies and prayer events were held at many other sites; medical equipment was collected and doctors volunteered their services; and youth offered to do

odd jobs to raise money. Detroiters also participated in a national rally held across from the White House.

Some 1,500 Detroiters attended a June 12 Israel Bonds Emergency Dinner at Cobo Hall, where \$3.5 million in Bonds were sold. The dinner also honored *JN* publisher Philip Slomovitz on the 25th anniversary of his publication. Slomovitz, who had returned from Israel just before the war broke out, spoke at many of the community fundraising and advocacy events.

Golda Meir, at the time the former foreign minister and not yet Israeli prime minister, visited Detroit on June 16, speaking at a campaign luncheon and an evening program at Temple Israel. Before the event, \$4.25 million dollars had been collected for the Federation's Emergency Campaign. By June 21, Federation Director William Avrunin was able to report to Detroit Max Fisher, who was national general chairman of the United Jewish Appeal at the time, that Detroit had contributed \$6.5 million to the emergency campaign.

— Don Cohen, *JN* special writer