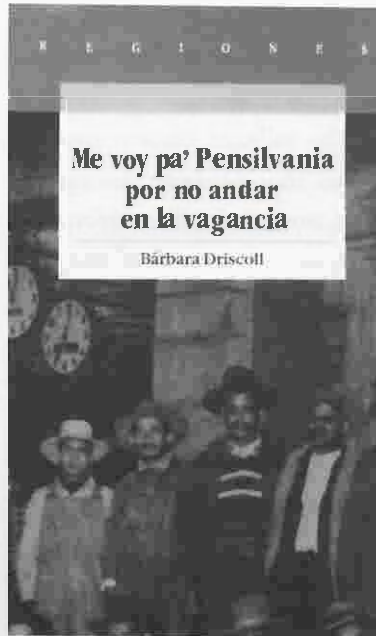


of new values and attitudes as modern.

An important conclusion can be reached from the analysis and abundant evidence in each chapter: Mexican citizens in the 1930s have significantly changed their values and attitudes. They have, very simply, changed their way of perceiving themselves as active members of society. In this context, with several other changes that took place at the same time, their new working conditions have allowed peasants of the so-called *campesinos* [peasants] integrate themselves into society.

Historic social and institutional changes are witnessed on different levels. It is much more pertinent in the political sphere than in the economic. It was because of the possibility of wage control, a process that led to the new *campesinos* and their political organization, that the *campesinos* were able to organize themselves as a political force. In this sense, the example of the *campesinos* is an example of a process that has led to the rise of a new social class, the *campesinos*, and the beginning of a new era of integration, a process that is still in progress. **W**

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**ME VOY PA' PENSILVANIA POR NO
 ANDAR EN LA VAGANCIA.
 LOS FERROCARRILEROS
 MEXICANOS EN ESTADOS UNIDOS
 DURANTE LA SEGUNDA
 GUERRA MUNDIAL**
 (Me voy pa' Pensilvania por no andar
 en la vagancia
 Mexican Railroad Workers in
 the United States During
 World War II)
 Bárbara Driscoll
 Trans. Laura Medina*
 CISAN-CONACULTA, Mexico City
 1996, 278 pp.

**ON THE TRACKS OF MIGRATION
 AND COOPERATION**

On the agenda of Mexico-U.S. relations, immigration —particularly undocumented immigrants— is a priority, second in importance only to drug trafficking.

*The English manuscript has not yet been published.

It is common knowledge that Mexican immigrants find jobs mainly in agriculture, but rarely have the cases of those employed in other areas been documented. This book looks at a little-known example: the railroad bracero program promoted by the Mexican and United States governments during World War II.

To understand more recent migration, it is important to take into consideration the agricultural bracero program implemented by the governments of both countries and in effect until 1964. What few people know is that the railroad bracero program was more successful than its agricultural counterpart.

Barbara Driscoll's wide-ranging historical research analyzes the origins, functioning and close of the railroad bracero program and its impact on bilateral relations. Driscoll maintains that while the agricultural bracero program was the direct precedent for the railroad program and lasted longer, the latter was much more successful than the former for several reasons. For example, the railroad companies incurred more legal responsibilities regarding workers than agricultural employers did. Also, the railroads had to bond each prospective worker while this requirement had already been eliminated in the case of agricultural laborers.

One of the author's most interesting hypotheses is that the railroad bracero program was binational; both governments collab-

orated to reach a workable agreement. This is why it is important to consider the success of this program in future Mexico-U.S. relations: under certain circumstances—in this case the outbreak of war—a temporary work program involving specific industries (like the railroads) can be implemented. The railroad bracero program eventually became autonomous, with its own importance outside the agricultural program, and declined at the end of World War II since one of its main features was to supply Mexican labor during the emergency.

Another aspect which should be taken into account in the framework of the railroad bracero program is the active role Mexico played in

designing U.S. immigration policy, a role which has not been repeated with practically any other country.

The railroad bracero program shows that Mexican immigrants have worked significantly in non-agricultural sectors of the U.S. economy and that historically, it is possible to have a bilateral focus on immigration.

The book also underlines the role of the strong U.S. railroad worker unions, which were anxious to defend their labor market since, in the last analysis, at the center of the immigration program is the question of jobs and the labor supply. The impact of the railroad bracero program on the economies of both countries, though difficult to calculate, is undeniable.

The author's impressive use of great numbers of reference sources testifies to the academic rigor of the research that went into writing this book. Her use of primary sources (archival documents) from both sides of the border and in several cities, in addition to a broad, up-to-date bibliography, is outstanding.

Barbara Driscoll's study opens up areas of discussion not only about the railroad bracero program as such, but it also brings out this fundamental—and little known—precedent of Mexico-U.S. relations regarding immigration. **W**

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