and steep-sided, the roads are along the streams and on the stream divides. As the drainage here is along north-south lines, the roads are prevailing in the same direction.

The roads in the southern part of the county, where the crystalline rocks are predominant and the hills are of irregular shape, have a less pronounced pattern, although they tend to follow the valleys.

Few roads cross Kittatinny (Blue) Mountain on the northern boundary. Lehigh Gap affords easy passage, but the only highway there is on the Northampton County side.

**Railroads, trolleys and canals.**—The county has an adequate railroad system connecting all parts. The Reading Railway System has several lines, the Lehigh Valley Railroad, and the Central Railroad of New Jersey follow the Lehigh River from Bethlehem to the Lehigh Gap and beyond.

The extensive railroad system of the county is largely due to the important slate and cement deposits and to the location of the region with reference to Philadelphia and New York in one direction and to the anthracite fields, western New York and central and western Pennsylvania in the other direction. In turn, it may be said that the industrial development of the county is largely due to the fine transportation facilities.

Until recently there were several interurban trolley lines between the principal towns of the county and adjoining regions. Some of these have now been replaced by bus lines and most of the tracks torn up. The trolley lines between Allentown and Philadelphia and between Allentown and Easton still remain.

A canal owned by the Lehigh Coal & Navigation Company follows the Lehigh River from Mauch Chunk to Easton and thence southward along the Delaware River to Philadelphia. Several dams were built to divert river water into the canal, and locks were constructed at these places. These are conspicuous at Allentown and Bethlehem. This canal was built in 1824 and was long used for the transportation of anthracite to Philadelphia and to towns along the route. For several seasons past no canal boats have been in operation and the principal use of the canal is as a source of water power in a few places.