solidation of boroughs. For example, Bethlehem annexed the borough of West Bethlehem (Lehigh County) in 1904, absorbed the boroughs of South Bethlehem and Northampton Heights in 1920 and, in addition, extended the city limits by taking in parts of Bethlehem and Lower Saucon townships. Some of the decreases in the population of certain townships are similarly explained by the incorporation of boroughs at the expense of the townships. In a few cases the development of a particular industrial plant or its abandonment has caused an increase or decrease of population. The growth of Nazareth since the establishment of several large cement plants in that section and the decline of Glendon after the closing of the local iron furnaces furnish illustrations of these changes.

Highways.—Northampton County is well provided with highways, thus rendering all parts readily accessible. In the early days there were several privately owned improved turnpikes with toll houses and also toll bridges. All of the turnpikes and most of the bridges have now been taken over by the State or local communities and freed. The improvement of the highways has been very rapid since the appearance of the automobile so that there is now a fine network of hard-surfaced roads, both concrete and macadam, that penetrate all portions of the county. The first concrete pavement in Pennsylvania was constructed on Mauch Chunk Street in Nazareth in 1908. Also the first concrete highway between Pennsylvania cities was the Bethlehem-Easton road built in 1915-1916. Many of the dirt roads have likewise been improved. The main highways are kept open during the winter by snow-plows and there is little interference even after the worst snow-storms. Sleighs, once used extensively, have almost completely disappeared.

In that portion of the county underlain by limestones the roads run in every direction and in most cases bear little relation to the streams and their valleys. In contrast with this situation, in the slate regions, where the irregularities of topography are more accentuated and valleys narrow and steep-sided, the roads are located 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 Williams and part of Lower Saucon townships, 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. The gorges cut by the Delaware and Lehigh rivers have been sufficiently widened to permit main highways to pass through