

of other grain: 14,978 bushels of potatoes; 1,658 tons of hay; 21,774 pounds of wool; 8,440 pounds cheese, and 45,350 pounds of butter, in 1873.

Its live stock was: horses and mules, 499; oxen, 48; cows, 546; other cattle, 495; hogs, 598, and sheep, 5,202. It thus makes a very passable showing.

CITY OF GRAND RAPIDS.

Grand Rapids, now the second city of the state, was scarcely known as a village forty years ago.

In the Spring of 1834, when the Town of Kent was organized, the town meeting was held in one of the two or three houses belonging to whites within the present city limits, and only nine votes were cast, this being the vote for the whole territory now embraced within the county lines.

One year later, at a town meeting, the highest vote for any candidate was twenty-six, and this was presumably the total vote at the time. At a meeting for delegates to form a state constitution, held during the same year, forty-one votes were cast, this still being the vote for the whole county, or at least all south of the river, there being still but one voting precinct. Small as was the place, and inconsiderable as were the number of votes polled, it was really an important point at that time; and when the constitution was framed, and about to be submitted to the people, it was "Provided, however, that the returns of the several townships, composed of the unorganized Counties of Ottawa, Ionia, Kent, and Clinton, shall be made to the clerk of the Township of Kent, in said district, and said township clerk shall perform the same duties as by the existing laws of the territory devolve upon the clerks of the several counties in similar cases."

Another item of importance to the incipient city, and which did much to give it the start of all other points in the west part of the state, was that it was made the point for payment to the Indians of their annuities.

There was a large village of the Ottawas at the Rapids, which was a favorite resort of the red men, and hundreds flocked here to trade, and were often furnished goods on credit till pay day.

WATER POWER—KENT COMPANY, ETC.

The immense water power at the Rapids was instantly seen by the pioneers to indicate that nature had destined this to be a stirring place, besides, the city located here would be at the head of navigation. Eastern capitalists saw this, and lent a helping hand. What is known as the Kent Company was formed in 1835, and purchased lands on the east side, above Bridge-street, and known as the "Kent Plat." A large number of hands came on under contract to open a canal or mill-race to the head of the falls, under the guidance of Lucius B. Lyons, N. O. Sargent, and others, and a year or so later Solomon Withy came with his family and ten workmen, under contract with the company, to burn 5,000,000 bricks on their plat.

Great expectations were aroused; village lots were bought at an enormous figure, the fame of the village suddenly went abroad, and hundreds flocked to it, and by April, 1837, it was claimed that Grand Rapids contained one thousand two hundred inhabitants. Suddenly, and without warning, came the crash of 1837; and people who believed themselves on the high road to fortune, and with plenty of inflated currency in their pocket, found themselves almost reduced to beggary. It was several years before the Village of Grand Rapids recovered from the shock. It nevertheless continued to improve, and by the year 1850 took upon itself the name and airs of a city, with a population of two thousand six hundred and sixty-nine, while the entire county numbered nine thousand eight hundred and eighty-three.

A small steamboat was built by Richard Godfrey, to operate below the Rapids, in 1836, and in 1837 one was constructed to ply above the Rapids; both of them, however, were short lived.

A newspaper, the Grand River Times, was founded in 1837. In 1843 a foot bridge was constructed across the river, and two years later a wagon bridge, soon followed by others. In 1854 a plank road was built to Kalamazoo, and was counted a greater event than the completion of a new railroad would be to-day. Two banks were established in 1847, but were soon compelled to suspend.

THE PRESENT CITY.

The population, from two thousand six hundred and sixty-nine, in 1850, had increased to eight thousand and eighty-five in 1860, and to sixteen thousand five hundred and seven by 1870, to twenty-five thousand nine hundred and eighty-nine in 1874; and is doubtless more than thirty-two thousand in 1876; and at the late rate of increase it will exceed one hundred thousand before the close of the century. Thus, from 1850 to 1870, the population was nearly trebled; from 1860 to 1870 it more than doubled, while since 1870 it has about doubled again in less than six years; and the business of the place has increased in even a greater ratio than its population, and has in it features that indicate even greater progress for the future.

ITS TRADE.

Grand Rapids commands the trade of a large area of country, and it is said that no city of its size can show an equal number of retail establishments, of which there are one hundred groceries, some which do a wholesale business as well. The houses dealing in dry goods, fancy goods, clothing, millinery goods, and gent's furnishing goods, number about seventy. The boot and shoe stores number thirty; the drug stores, eighteen; bakers and confectioners, eighteen; and numerous other lines of trade are more or less numerously represented, including the inevitable saloons, of which there are about ninety in the city, and none of them are known to be starving for want of customers.

The numerous large manufacturing establishments of the city are of course all wholesale dealers in their respective lines, but besides these there are numerous jobbers in various lines of goods, doing a large business. Among these are three wholesale confectioners; four exclusively wholesale grocers; two of notions; one wholesale drug store; two paper dealers; three provision dealers; two in saddlery and hardware, and eighteen wholesale liquor dealers.

ITS MANUFACTURES.

Large and important as is the heavy and increasing trade of the city, its chief distinction, and the real foundation of its prosperity, is in its manufactures.

In another place is a tabular statement of the manufacturing establishments of the county, two hundred and fifteen in number, as reported in 1874; but this is short of the truth to-day, both in number and amount of products. The number in the city alone, to-day, is about one hundred and twenty-five, employing nearly four thousand hands, and turning out manufactured articles valued at more than \$6,500,000, or more than was accredited to the whole county in 1874.

The following is a list of the number and kind, and products, of the leading manufacturing establishments:

No.	KIND.	Value of Pro- ducts.
4	Flouring Mills	\$800,000
9	Saw Mills	866,000
9	Foundries and Machine Shops	220,000
4	Agricultural Implements	216,000
9	Carriages, Wagons and Sleighs	186,506
1	Panning Mill and Sifts	34,000
8	Furniture and Chairs	1,100,000
2	Broom Factory	5,500
1	Pump Factory	15,000
5	Wooden Ware, Clothes Pins, etc.	92,000
4	Barrels, Tubs, Pails, etc.	184,934
1	Saddles, Harness and Trunks	74,500
2	Edge Tools	32,000
3	Copper, Sheet Iron and Tin Ware	29,000
4	Breweries	129,000
3	Wholesale Bakeries	190,000
2	Boot and Shoe Factories	59,500
3	Clothing Manufactories	335,000
2	Brick and Tile	92,000
2	Burial Cases	56,000
2	Soap and Candles	24,000
2	Coffee, Spice, Baking Powder, etc.	90,000
2	Blank Books	19,000
1	Spring Beds	23,000
2	Lime	14,000

NEW BUILDINGS.

During the year 1875, it is reported that two hundred and fifty-eight new residences and forty-six additions to dwellings were made, and that forty-eight brick stores, and twenty-three wooden ones were erected in the same time; and that the shops, barns, and warehouses, would swell the whole number of new buildings to four hundred and forty-two.

Of these buildings, many were fine and substantial. About seventy-five of them were of brick, and the total cost is figured up at \$1,018,940. One of these buildings, erected by Col. E. S. Pierce, on the corner of Pearl and Monroe Streets, at an expense of \$75,000, would be counted a creditable building in any city of the land.

WATER WORKS.

In the year 1873, the city commenced the construction of an efficient system of water works, which were completed during 1875, at an expense of \$341,000. These works were designed not only for the supply of an ample amount of pure water for domestic use, but for protection against fire. The powerful engine and pumps used were constructed in this city, by Butterworth & Lowe. It has been found that this engine, by working six hours out of the twenty-four, and with but twenty-five pounds of steam, is capable of supplying the daily wants of the city. A reservoir capable of holding six million gallons of water is located on the highest point within the city. The water in this basin, when full, will be one hundred and seventy-seven feet above the Grand River, and more than one hundred and fifty-four feet above the pumping machinery. The works are so arranged that the advantage of direct pressure from the pumps, or the effect of the head of water in the basin alone, may be used as desired. The pressure from the basin alone is sufficient to throw water on to the highest buildings in the lower part of the city through hose attached direct to hydrants. This system includes about nineteen miles of supply and distributing pipe varying from four inches to twenty inches in diameter.

FIRE DEPARTMENT.

The Fire Department of the city, as at present organized, is believed to be in a high state of efficiency. It embraces a force of sixty-five men, forty-five of whom are on part pay, while twenty are constantly employed. The apparatus consists of three Steam Fire Engines (Sibley make), two Champion Extinguishers (or Chemical Engines), six hose carts with seven thousand five hundred feet of hose, one hook and ladder truck, and one supply wagon. The department has also connecting with the engine-houses a fire alarm telegraph with twelve miles of wires leading to seventeen alarm boxes distributed over the city.

STREETS, STREET CARS, ETC.

The records of the Board of Public Works show that there are over one hundred and twenty-nine miles of streets now opened in the city, of which over sixty miles have been graded, and about fifty-two miles of them graded and graveled or paved with wood or stone. There are also within the city about thirteen miles of sewers, mostly brick or vitrified pipe. The improvements within the year 1875, including the contracts previously made but completed in this year amounted to about \$200,000, and there are under contract for the year 1876 an amount of work that is estimated at \$122,000, to be expended on the streets alone.

There were at the close of the year 1875, thirteen miles of street railway in operation, furnishing easy access to almost all parts of the city for a nominal sum.

RAILROADS.

The first railroad to reach Grand Rapids was the Detroit & Milwaukee R.R., in July, 1853. The next was a section of the Grand Rapids and Ind. R.R., in 1867, and this soon furnished an outlet to the north and south as the first had done east and west. Trains arrived on the Kalamazoo and Grand Rapids R.R., in 1869, and on the Grand River Valley R.R., in 1870. Since that date two others, the Chicago and Lake Shore, and the Grand Rapids and Newaygo Roads have been completed, and another line or two put under contract. Few cities of its size have a grander network of roads radiating from them, and few furnish their roads with more business in proportion to population than does this city.

NEWSPAPERS.

A very good index of the character for enterprise of any community is to be found in the number and character of the newspapers it supports. A newspaper of late days has come to be looked upon as a necessary adjunct of every village of any pretensions, or that seriously contemplates being of any consequence.

We find that so early as April, 1837, the Grand River Times was founded among a people, many of whom had not an acre of cleared land or scarcely a roof above them. George W. Pattison was the venturesome proprietor whom it is said brought his press from Grand Haven upon a sled drawn by dogs upon the frozen bosom of the Grand River.

After several changes of proprietors and a few changes of name, we lose sight of the Times.

By 1855 it was thought the young city was able to sustain a daily paper, and A. E. Jordan founded the Daily Herald.

In the following year, Taylor & Barnes issued the Daily Enquirer. These two papers were soon merged, and known as the Enquirer and Herald, which was the forerunner of the present Daily Democrat, which appeared in 1862.

The Grand Rapids Eagle was founded in 1844, as a weekly, but became a daily in 1866, under the auspices of A. B. Turner, and is still published by A. B. Turner & Co., and is Republican in politics.

The Grand Rapids Times, daily and weekly, was founded in 1870. It is published by Tarbox & Smith, is Independent in politics, and has attained a large circulation in a short time.

Besides these three, each daily and weekly, and each apparently in a flourishing condition, there are several weekly papers, as follows:

De Standard, established in 1875, by Schram & VanStrien. (Democratic.)

Michigan Staats Zeitung (German), founded in 1864.

Saturday Evening Post, David N. Foster, proprietor. Established in 1873.

Vrijheids Banner (Holland, Republican). Established in 1868.

De Wachter (Holland). Religious, semi-monthly. Organ of the True Dutch Reform Church. Founded in 1868.

HOTELS.

Grand Rapids surpasses any place of its size in the number and capacity of its hotels; there being no less than forty-four in the city, and many of them of a capacity to accommodate from one hundred to five hundred guests, and several of them kept in a style not easily surpassed. Among the more conspicuous are "Sweet's Hotel," the "Marton," the "Kathban," the "Commercial," the "Eagle," etc., etc.

PUBLIC SCHOOLS.

There are in the city more than eight thousand children of school age, of whom about three-fourths attend school.

There are in the city thirteen school buildings, of which nine are of brick, and many of them tasteful as well as commodious and substantial structures, and are reputed to have cost from \$10,000 to \$80,000 each.

The Central High School is a famous landmark that will attract the eye when several miles away, standing as it does, on one of the highest points in the city. This school is in charge of Professor E. A. Strong, Principal, reputed to be one of the best teachers and most accomplished scholars in the state. In this school a course is pursued calculated to fit students for entering college.

Professor A. J. Daniels is the very popular superintendent of all the city schools, with his office in the Central School Building.

In the Central School Building is kept the museum of the Kent Scientific Institute, in which will be found a most instructive and extensive collection of specimens from almost all departments of nature.

Under the care of the Board of Education is an extensive Public Library of about eight thousand volumes, free to all citizens, and accessible every day, Sundays excepted.

CHURCHES.

There are in Grand Rapids no less than twenty-five churches, many of which are imposing edifices, costing in several instances from \$50,000 to \$90,000 each; and the total value of church property as given in the City Directory is set down at \$651,000, which does not include all, as there are a few for which no report has been rendered. The total membership is represented at 14,000, of which the Roman Catholics are the most numerous, the membership in three churches being set down at no less than 9,000, which of course includes the children of all Catholic parents, a rule that does not apply with other sects.

The following tabular statement will be of interest.

DENOMINATIONS.	NO. OF CON- GREGATIONS.	No. of MEMBERS.	SALARY OF PASTORS.	TOTAL EXPENSES.	VALUE OF PROPERTY.	VALUE PER MEMBER.	EXPENSES PER MEMBER.
Baptist	1	350	\$2000	\$3500	\$65000	\$185 60	\$10 00
Roman Catholic	3	9000	2100	4400	200000	22 50	52
Christian Reform	1	2000	500	1200	-----	-----	6 00
Congregational	2	635	3000	7000	90000	101 78	13 82
Episcopal	2	600	4700	7200	92000	174 54	18 91
Hebrew	1	25	1500	2200	-----	-----	88 00
Methodist Episcopal	3	765	4800	7900	126000	170 41	13 01
Presbyterian	2	275	3500	4500	44000	196 78	17 99
Lutheran	1	250	800	2000	16000	64 00	8 00
Reformed Churches	3	2150	4200	6498	97000	128 33	15 16
Spiritualists	1	40	-----	-----	-----	-----	-----
Swedenborgians	1	80	-----	-----	12000	300 00	-----
Universalists	1	-----	-----	-----	21000	-----	-----

HISTORY OF GRAND RAPIDS TOWNSHIP.

The Township of Kent, the original or territorial town, embraced all of the county south of the river, and appears to have been organized at the house of Joel Guild, April 4, 1834.

This appears to have been the legitimate forerunner of Grand Rapids Township, which retained the records, but merely changing the name. Grand Rapids Township is south and west of the geographical center of the county, and lies north and east of the city limits, to which some three and a half square miles of the town has been surrendered; the remainder of the corporation domain, about seven square miles, being originally a portion of Walker Township.

SETTLEMENT, ORGANIZATION, ETC.

The first settler within in what is now the Town of Grand Rapids, was Ezekiel Davis, who settled near Reed Lake, in 1834, followed almost immediately by Lewis, Ezra, and Porter Reed, David S. Leavitt and Robert McBarr, George Young, Simeon Stewart and James McCrath, appear to have arrived in 1836; I. W. Fisk, Matthew Taylor and Robert Thompson, settled in the town in 1837. Mr. Fisk erected a hotel near Reed Lake, known as the "Lake House." There were doubtless several other families, whose names we have not obtained.

The first and second town meetings of Kent Township were held at the house of Joel Guild, which was within what is now the City of Grand Rapids, on the site of the city national bank, and was within what was afterwards, Walker Township. The records of this primary and momentous town meeting are in the hands of the present town clerk of Grand Rapids, Mr. Henry H. Haven. The first entry reads as follows: