

came to Grand Rapids for their supplies, business revived, and we moved on again.

"None of these first purchasers had much means—just enough to pay for their lands and subsist until they could raise something. For a time they got on slowly. What they raised would bring but little. But they made improvements; their calves grew, so that when prices improved they found themselves better off than they were aware; built barns and good framed houses, in place of their little first log cabins.

"It does me good to go over those then forest lands along well-made roads, lined with fine white houses, rich orchards, and fruitful fields.

"Nine out of ten of those have succeeded—showing that cheap lands and industry are the surest road to competence, especially for young men and those of limited means.

"I do not at once recognize them all, but they do me, and refer with seeming gratitude, to their first coming to the country, and my aiding them in getting their farms. This, to me, is better pay than the little fees they gave me for those services."

There was a rush of settlers into the Grand River Valley in 1836, a furor for locating lands as a speculation, a mania for platting cities and selling lots. This was followed by a reaction. From 1833 to 1837 are the years of occupation. When the furor passed the sober realities of backwoods life had brought people somewhat to their senses. Hon. John Ball wrote another paper relating to that period, which is of historic value on account of its graphic simplicity, and because it is from one who knew whereof he wrote, from personal observation; a man of proverbial honesty, and whose tenacious memory was fortified by his methodical habit of preserving a record in copious notes of what he saw and learned. It is here copied, slightly abridged, from Everett's "Memoirs of the Grand River Valley":

"In 1837 the Grand River settlement was far detached from the rest of the world. To reach it from any direction had its difficulties, and required much time. If approached by what was called the northern route, through Shiawassee and Clinton counties, it was a day's journey from house to house to Ionia. The only other approach with a team and wagon was by the 'Territorial Road,' as it was called, through Calhoun and