

vember 11, 1903) and contained in House Document No. 216, Fifty-eight Congress second session, which says:

(First.) The Board, therefore, believes that it is advisable to modify the project for the improvement of Grand River, with a view to securing and maintaining a 6-foot channel 100 feet wide from Fulton street, Grand Rapids, to Grand Haven, Mich., at a cost of \$327,000, in addition to plant and funds now available.

(Second.) The cost of maintaining a 6-foot channel may be estimated at \$20,000.

(Third.) The above estimate is based upon the supposition that the entire amount be made available for work with the United States plant not later than one year hence.

On this recommendation an appropriation of \$100,000 was made March 3, 1905. There yet remains to be appropriated \$227,000 to complete the work, and it is thought that the whole amount should be provided. In addition to this, \$10,000 should be provided for the maintenance of those portions of the channel which have been entirely completed. Therefore, nothing less than \$237,000 should be provided for the completion of this work.

The Coming of Steamboats.

The regular running of steamboats on Grand River began in 1837. For several years a single boat made three trips a week which was sufficient for the transportation business. The first one was a home production, and a considerable number have been built here; also the hulls of some larger vessels for the lake trade. Several points along the rapids, and below have at various times been occupied as ship-yards. About 1842, the boating interest received an impetus from the increased carrying of merchandise by the lakes, from Buffalo to Chicago, thence by Grand Haven to Grand Rapids, and in August of that year there was great rejoicing over the arrival of goods from New York city in fifteen days from the date of shipment, something at that time unprecedented. Not long after, two boats were required for the increasing business, giving a daily passage each way, and later three and even four found employment. Above the rapids also, for some years prior to the coming in of railroads, two or three small steamers did a lively business. The advent of the locomotive introduced competition in the transportation of passengers, and of goods seeking quick transit, which proved too strong