About the time land owners got Grand River Road graded, the State decided to pave the road with concrete from Detroit to Lake Michigan. In order to widen the right of way to 100 feet the State bought the land and tore out the gravel roads; also the farmers were still boned (for several years to come for the gravel roads they had built). The State regraded for concrete, paid for the fence; cut down shade trees; moved telephone poles, many farmer's barns, houses and out-buildings back off the right of way. Federal aid and prison labor was used for some of the road construction. A cement plant was built and cement mixing equipment purchased, also truck's and steam shovels. This experiment, by the State, in road building resulted in scandal, wide-spread graft and corruption. Because of the political upheaval, shortly after US 16 was completed the State got out of the road building business and put road construction up for bids by private contractors.

One must not omit the fact that the need to move equipment and men from the farms to the train or to ships for transport to Europe during WW 1, was probably a major impetus to the evolution of better roads and incidently the development of trucks.

A fleet of privately-owned passenger cars operated over this improved road and provided, for the time, quite fast transportation between Detroit and Lansing. Called "jitneys" they, of course, charged more than the nickel charged by those cars of the same name that operated in the cities in the 1914-1922 period. These were followed by the buses, first the Blue Goose then the Greyhounds, and now the Trailways and others.

During the mid 1950s U.S. 16 was retired with the building of I-96. The old route had served and still serves Michigan citizens well. It now belongs to the counties through which it passes and its maintenance is again their responsibility.

Those who live along this old Indian trail and who receive their mail with that address, still call it Grand River. Its many nicknames include the Flank Road, the Gravel, the Pike, the Grade. Interstate 96, while providing a fast, safe and direct route for the traveler does not have the historically romantic ring to its name. (At least, not yet.)

The original Indian Trail has been witness to many forms of transportation. The people came on foot, horseback, ox cart, freight wagon, stagecoach, "jitney", auto, truck and bus to establish homes, occupations, and recreation. At the present, it seems logical that the coming years will mean more and more development along the old Indian Trail until it perhaps becomes one long city stretching from shore to shore in Michigan. Will this development rule the people or will the people control this growth? (Condensed and edited from "A Scrapbook of Michigan Memorabilia" by Wm. A. Fless and "Yesteryears of Green Oak 1930-1936")

BRIGHTON AREA HISTORICAL SOCIETY
P.O. BOX 481
BRIGHTON, MI. 48116

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ANNUAL MEETING Recap
Need it be said? there are a lot of good books in this Society. The food table at the Pot Luck displayed a variety to satisfy anyone's palate.

Rudy Herrmann, Alice Krupa and Allen Walbazy were unanimously elected to two year terms as Directors, the 1986 Budget was accepted and the drawing for the raffle took place. The afghan was won by MKE Cuthbert.

A movie of the 1967 Brighton Centennial Celebration was shown. Many old friends were recognized and the spirit of cooperation necessary for this event was evident.

The next General Meeting will be Tuesday, January 14, 1986. The program is to be announced.

DEPOT TILES ARE HERE
The second in the series of tiles produced by the Society is ready. The Pere Marquette Railroad Depot is pictured. Jane Tomlinson will again be the one to contact to get yours. They may be obtained at the Jarvis Store and other locations to be announced.

A few tiles from 1984 are still available for a $6. donation. These tiles are a welcome gift to give anyone who has memories of the area. + + + + + + + + +

EDITORIAL
Community support of the Society is utterly essential to those who are devoting much time and effort into making some headway toward its goals.

We are often urged to be aware of still another project in which the Society could be involved. It seems to boil down to the fact that many are more aware of the loss of historic sites and a way of life which preceeds us. We are more aware of "what do I want to leave my grandchild of my town?"

Along with that awareness must come a sense of responsibility, a sense that if we don't do what we can, we'll have to look in the eye and say, "No, I didn't save anything for you." (M. Bair, Ed.)

MEMBERSHIPS 1986
Paul & Alene Anderson, Bert & Marianna Bair, Pat Boret, Charles & Doris Case, Jim Dennis, Tim & Helen Hurst, Mary Layton, Tom & Evelyn Longworth, Fred & Mary Messerschmidt, Floyd & Lorena Pearson, Laura Thompson, Herb & Arlene Warner, Robert W. Clark, patron. WELCOME. WELCOME.

1986 dues are payable. Dues paying members are vital if the Society is to continue towards its goals. Again many thanks to those paying patron dues.

MEETINGS
The Board meets the second Thursday of the month upstairs in the Old Town Hall, 7:30. Members are very welcome. The General Meetings are held the second Tuesday in January, March and May next year. Watch for notices in the Brighton Argus regarding time and place. The public is welcome.

The Board of Directors will be meeting December 10, (the only Vice-President, Secretary and Treasurer) for 1986. If you would like to participate in one of these positions please call a board member. If you are contacted to serve in an office, for the sake of the Society say 'yes' to a one year term.

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BRIGHTON AREA HISTORICAL SOCIETY
P.O. Box 481, Brighton, MI. 48116
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The purpose of the Brighton Area Historical Society is to preserve, advance and disseminate knowledge of the history of the Brighton Area.

The membership is composed of people who feel the above purpose is worthwhile and should be promoted.