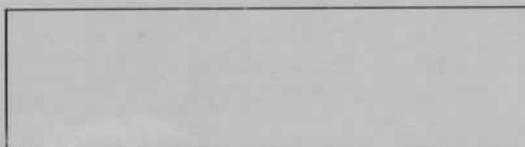


RETURN SERVICE REQUESTED



Brighton's Main Four Corners...

... have seen an untold number of changes. As soon as some semblance of a permanent settlement became evident around 1835, each corner became the site of a commercial enterprise. Benjamin Cushing built his Brighton House on the northeast corner in 1850.

A plank road had been constructed between Detroit and Lansing, the new State Capitol. A number of four-horse stagecoaches with 12-20 passengers made the daily trip in 12 hours by changing teams every 5-10 miles and driving at breakneck speed. Cushing's Brighton House and livery provided hay, grain, water and shelter for the teams. Brighton, the halfway point, became a place for travelers to also eat and rest.

After Cushing's death in 1860, various proprietors ran the Brighton House. Following construction of the railroad at the west end of town, the owners at the time renamed it the Eastern House. Their hackney was sent to the depot to bring salespeople and their samples to the hotel.

In early 1890, it was purchased by brothers Will (b.1860) and Fred (b. 1866) Stuhburg. These hardworking brothers kept the hotel in good repair for both the traveler and local patron. They built a windmill and an elevated water tank providing running water, a luxury of the day. A large livery barn was built where they not only dealt in horses, but stocked wagons, sleighs, cutters, buggies and carts. Harnesses, horse blankets and carriage robes were also for sale.

Leo J. McQuade (b. 1900), had a job at a 10¢ barn as a youngster. He described it as a huge structure with tall, wide doors. As many as 15 rigs could be accommodated. Along the wall

were mangers where one stabled the horse, which fed on the hay included in the 10¢ charge. In bad weather, this barn was a drive-in shelter for a team and wagon.

During the cold and wet winter, you didn't tie the horse at the hitching rail in front of the store while shopping on Saturday (90% of shopping was done on Saturday). It was Leo's job to bring the horse and rig to the departing driver, making sure the animal had a good drink of water from the trough first. The tips he received for his services, which included bringing the horse to the hotel door for the ladies, were his pay. A good Saturday meant about 75¢ in tips.

Rural students attending high school in town rode a horse or drove a buggy leaving them stabled in the 10¢ Barn for the day.

During the winter, a regular customer was an "old codger" who had his grocery and other shopping completed by noon. He left his horse and sleigh at the 10¢ barn. About 3 pm, the call came to bring the horse and sleigh to one of the local saloons. There, with help, the saloonkeeper put the "old codger" safely in the sleigh and get the horse headed for home. Shortly, the horse deposited his owner at the kitchen door where a patient (?) "Mrs. Codger" would help him inside.

The arrival of the Model T allowed for shopping on days other than Saturday. By the time the Eastern House burned in 1926, it and the 10¢ barn had outlived their usefulness.

Compiled by Marieanna Bair from Bill Pless' writings and the Brighton Argus' Good Old Days column in 1975. Additions, corrections requested. 810-229-6402.