

July-September 2024

Remembering the Historic Plymouth Hotel Demolition of One of Plymouth's Last pre-Civil War Buildings



87 Years Ago
June 1937
Plymouth Mail

In June 1937, workmen began razing the historic Plymouth Hotel at the northwest corner of Main Street and Ann Arbor Trail. The Plymouth Hotel was located across the street from the Mayflower Hotel. A new two-story structure, costing \$30,000, was planned for the site, consisting of both office and retail space. Demolition of the hotel marked the passing of a historic downtown landmark and one of Plymouth's last pre-Civil War buildings.



A 1937 architectural drawing of the new building proposed for the northwest corner of Main Street and Ann Arbor Trail (above). The ambitious plans for the building were eventually downscaled. The first operational phase of the building was completed in 1939, and was leased to the D & C Five and Dime Company.



(Above) The Plymouth Hotel, circa 1900. During the Civil War, the hotel was a welcomed stop along the often travelled stagecoach line, including daily passenger service to Ann Arbor. In the late 1800s, the west side of Main Street, across from Kellogg Park, was known as the Phoenix Block—an apropos name, considering the business block was twice resurrected after devastating fires in 1856 and 1893 severely damaged the buildings. After the fire of 1893, the block was rebuilt with brick buildings.

Because of the historic significance of the famous Mayflower Hotel that previously stood at the southwest corner of Main Street and Ann Arbor Trail, the northwest corner of that intersection is often overlooked when reminiscing about the history of Plymouth. The unsung corner was once the home of a prominent downtown hotel—the long forgotten Plymouth Hotel.

The history of the hotel dates back to about 1853, when the hotel was known as the Root Hotel, operated by James Root. In 1856, a fire started in the hotel. The blaze swept north on Main Street and destroyed most of the buildings on the west side of the street. A few months after the fire, the hotel was rebuilt and reopened in 1857. In 1859, William Adams sold his farm west of Plymouth, and purchased the hotel. The hotel became known as the Adams House, and was eventually renamed the Plymouth Hotel.

During the Civil War, the Plymouth Hotel was a popular stop along the stagecoach line. One folktale about the hotel's stage service occurred on January 1, 1863, when the temperature was 37 below zero. As the hotel stage and horses slowed up in front of the hotel, returning to Plymouth from a trip to Wayne, it was noticed the stagecoach driver wasn't moving. The driver, unprotected from the extreme cold weather, had frozen to death in his seat on top of the stage.



The D & C Five and Dime Store on the former site of the Plymouth Hotel, ca. 1950s. The Five and Dime Company moved out of the building in 1968 and was replaced by a mini-mall.

Plymouth Historical Museum
 155 South Main Street
 Plymouth, Michigan 48170
<http://www.plymouthhistory.org>
<http://www.facebook.com/plymouthhistory>
 734-455-8940 Fax: 734-455-7797

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Wednesday, Friday, Saturday, and Sunday
 1-4 PM all days
 Open year round (except some holidays)

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The Museum Memo is printed four times a year.

Monthly Drawing

Steve Moss, Barbara Rogers, and Judy Sameck are the respective winners of the July, August, and September drawings for a \$25 gift certificate.

Kroger Plus Card Donations



Thank you to those who have added the Plymouth Historical Society to their **Kroger Plus Card**. The Museum receives a small percentage from any purchases made by those who have an up-to-date registration on their cards.

To participate in the program, visit www.krogercommunityrewards.com.

Click on "Michigan" and click on "Enroll."

You must have a valid online account at Kroger.com to participate. If you need help, give us a call at 734-455-8940 ext. 9. We'll be happy to help you get enrolled.

Plymouth Historical Museum Quotes

One of the finest museums for its size in the country.
 —Solon Weekes, curator of the Detroit Historical Museum, 1973

News that the Historical Museum was to become a reality was met with great appreciation. Officials see it as another jewel in the city's crown. —W. W. Edgar, *Plymouth Mail & Observer*, 1971

It should bring happiness to a lot of people.
 —Margaret Dunning, 1971

**Friends of the Plymouth
 Historical Museum
 New Members—Welcome!**

Thanks
 for your
 support!

Berkshire Hathaway, Plymouth
 Shayna Boussi, Canton
 Jeannine Chapoton, Plymouth
 Margaret Flowers, Westland
 Gregory Lewandowski, Plymouth



THANK YOU
 FOR SUPPORTING
 THE PLYMOUTH
 HISTORICAL MUSEUM

BECOME A MEMBER!

The Plymouth Historical Museum is a privately funded 501(c)3 charitable organization. We receive no government funding. We always have a "wish list" of things that help us as we work to preserve and share the history of Plymouth. Here are some of our common purchases to provide inspiration:

- 1 Roll Postage Stamps **\$68 per**
- IT/Network support **\$1,000**
- ½ month heating bill **\$500**
- ½ month electric bill **\$600**
- 1 month employee salary **\$800**

To donate, make your check payable to the Plymouth Historical Museum.

Bits 'n Pieces

By Elizabeth Kelley Kerstens, executive director

We're building a house in the Museum!



Pretend you're in the back yard...

For the past two months, the Plymouth Historical Museum has been undergoing some transformations. The old Victorian rooms are long gone and in their place is a replica of the Charles Draper home on Church Street. You can read more about the construction in the article from *The Rock* on pages 8 and 9 in this newsletter.

The Draper photo and negative collection was donated to the Museum a number of years ago. The images tell a story of a Victorian

home built in 1901 near the heart of downtown Plymouth. We have been able to replicate, as close as possible within our space constraints, many of the features of the first floor of Draper's home.

Our concept is that you approach the new exhibit as if you're walking in the back porch entrance. First you'll see the carriage house on the left (which may or may not have a carriage and horse in it). Then you'll see the kitchen. In the kitchen, hallway and parlor will be "windows" that will give you views of the activity on Church Street in 1915, the year we've chosen to represent because of the changing modes of transportation. The windows are actually TVs that will have people, cars, and horse and buggy going by.

Another hallway takes you to the parlor on one side and the dining room on the other side. The next hallway you come to has the front door and the stairs up to the second floor (not accessible to visitors). You'll pass a small room with a bath tub and exit out the other end of the patio.

You'll be able to see a scene of the back yard of the Draper home on your left, while in front of you will be the donor wall, thanking all who have contributed to this massive project. If



Carriage House



Second floor collections storage area.

you'd like to contribute at least \$100 before September 30, you too can be included on this wall. You can donate by contacting the Museum at 734-455-8940 x0, mailing us a check, or contributing at GiveSendGo.com/GAWZ6. We are so thankful for all of the community support!

Sign up for the Members-only Preview to be one of the first to see our new exhibit space. Watch for your invitation in the mail.

Visit the Museum Store!

The store features an assortment of gifts and books pertaining to Plymouth's history. Museum admission is not required to visit the store. Museum Hours: Wednesday, Friday, Saturday, & Sunday, 1-4 pm. 155 S. Main Street, Plymouth, 734-455-8940.

Ticket Sale Dates for Upcoming Events

Date	Event	Members	Public
Sept. 29	Spooky Kids Tea	Now	Now
Oct. 12	Plymouth Ghosts Cemetery Walk	Now	Now
Oct. 15	Members-only Preview	Now	
Oct. 26	Jr. Comic Book Creators Workshop	Now	Now
Dec. 7	Murder Mystery	October 7	October 21

Donations Received
June – August 2024 Thank You!

Thank you for the following generous donations that were received between June and August 2024:

The Dunning (\$2,500 +)
Plymouth Lions Club

The Lincoln (\$1,000-\$2,499)
Linda Manchester

The Penniman (\$250-\$499)
Hugh Hales
Christine Kalla
Cindy Reinhart

The Kellogg (\$100-\$249)
Toni Hartke
John & Cynthia Hartsig
John Krieman

Under \$100
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Archives
The Kellogg (\$100-\$249)
David Jakubiec



If you know of anyone who would be willing to volunteer three hours of service at the Museum each month, please let us know.

Please phone the Museum at 734-455-8940 x 6 and leave a message. We will return your phone call as soon as we are available.

Thank you for your support, and thank you to our dedicated team of volunteers!

83 Years Ago 1941
Plymouth Mail

**Council Re-Elects
Mrs. Whipple as
Plymouth Mayor**



**Ruth
Huston-Whipple
1896-1955**

In 1941, Ruth Huston-Whipple was elected to a second consecutive one-year term as mayor of Plymouth.

Huston-Whipple served as Plymouth’s first female elected city commissioner (1934-1949), and first female mayor of Plymouth (1940-1942). She was a 1913 graduate of Plymouth High School and later worked as a teacher and debate coach at the school. She was a distinguished leader and tireless volunteer in the Plymouth community, championing the improvement of inhumane conditions at a local juvenile detention center, and addressing environmental and beautification concerns in the City.

The Ruth Huston-Whipple Award for Civic Engagement was established in 2020, and is named in honor of Ruth Huston-Whipple to recognize a community member who, like Huston-Whipple, has positively impacted the quality of life in the City of Plymouth through exceptional civic or philanthropic engagement.

A BUMPY ROAD

In Plymouth, transitioning from horse and carriage to cars wasn't always smooth

By Elizabeth Kerstens
and Ellen Elliott

*A Slice of History, courtesy of
Plymouth Today magazine,
issue Third Quarter 2024*

HORSES were used as a personal mode of transportation for hundreds of years until the automotive age dawned in the early 20th century.

Up until that time, livery in Plymouth offered an important service to residents and visitors alike. A livery was a business that rented or sold horses, carriages and drays, as well as boarded horses for travelers.

Harry Robinson owned a livery on what is now Pennington Avenue that he purchased in 1886. In addition to renting horses and buggies, the company sold carriages, cutters and sleighs as well as holding the contract for carrying the mail to the train depots from time to time.

The first automobile in Plymouth was purchased in 1902 by Clarence Hamilton, the designer of the first all-metal Daisy air rifle. It was a Haynes Apperson, manufactured in Indiana. Within a few years, several other Plymouth residents purchased cars, including a White Steamer, a Maxwell, a Ford, and a Cadillac.

In 1910, automobile sales were offered locally in two different ways: Conner Hardware offered pre-orders of the Maxwell Model AA, and Huston & Company had in-stock Fords that didn't need to be ordered.

State licensing of automobiles started in 1905 at a cost of \$2.

*The rates of speed provided are not more than eight miles an hour in business districts of cities; fifteen miles in residence portions, and twenty-five miles on country roads. Automobilists, on signal from the driver of a vehicle drawn by a horse or team, must turn his machine to the right of the road and then stop, and he must halt until all danger of accident is past. Automobilists are also called on to assist the driver of badly frightened horses.*¹



Individual operator's licenses weren't required by the State of Michigan until 1919. Drivers had to be over 14 and pay 50 cents.

By 1914, Bonafide Manufacturing Company on Main Street near the railroad tracks stored and sold gasoline for use in automobiles. Myriad other businesses sprung up quickly in support of motorists' needs, including service stations, auto parts stores and insurance companies.

The transition from horses to horseless carriages wasn't smooth for all concerned. The new smells and sounds encountered on the road were jarring to horses, causing unforeseen circumstances. In addition, people were unaccustomed to listening for cars on the road, which resulted in a number of fatalities.

Tending to horses involved a different mindset than tending to cars. While horses needed constant food and shelter, autos didn't need the same meticulous care. To many who enjoyed a slower pace of life, this transition was bittersweet.

The Plymouth Historical Museum will be closed for a major exhibit upgrade from July 1 to October 1. We look forward to welcoming you back to the Museum on October 2 to see both the new Victorian home, including a discussion of the transportation transition in about 1915, and our new exhibit, "First Ladies – Fashion Setters."



¹ "New Auto Law," *Plymouth Mail*, June 16, 1905, p. 4.

Downtown Plymouth Gem Added To National Register of Historic Places

The Depression-era Post Office building, now housing Westborn Market, was recently listed on the National Register of Historic Places.



According to building owner (and historic place caretaker) Patty Malcolm, "The original post office cost \$44,000 to build. Work began on July 15, 1935 and the building opened on April 1, 1936. It was an era when building materials were sourced locally in the U.S.: Minnesota limestone, Georgia granite, Virginia black marble, Connecticut hardwood, and Iowa mill work. No wonder it is still in such good shape!"



The Plymouth Trail mural, painted by Carlos Lopez, was part of a WPA (Works Progress Administration) program designed to provide jobs during The Depression. The U.S. Postal Service paid to have the mural restored as there was water damage from previous years.

Westborn Market has fully embraced the post office theme, incorporating original equipment and nods to the building's history throughout.



Congratulations to building owners Mark and Patty Malcolm and tenant Westborn Market on this exciting honor. *The Malcolms were awarded the Michigan Historic Preservation Network Building Award in 2018 for their thoughtful rehabilitation of this building.*

Plymouth Post Office article, courtesy of Assistant Plymouth DDA Director Reiko Misumi-Schelm, *Plymouth DDA Newsletter*, September 2024



**90 Years Ago
August 1934**
Plymouth Mail

**Government Buys Home Of John
Patterson For Postoffice Site—
New Building To Cost Near \$60,000**

A 1934 architectural drawing of the new Plymouth post office, designed by the United States Treasury procurement division, clearly showing what a beautiful structure was planned for the city. The building was built in 1935 at the former site of the John Patterson homestead on Penniman Avenue, and officially opened on April 1, 1936. Plymouth was one of eight Michigan cities to benefit from appropriations made by Congress for the post office structure.

Official announcement was received by Postmaster B. E. Giles early this week that the treasury department of the government had accepted the bid of John H. Patterson for his property on Penniman avenue for a postoffice site in Plymouth and that steps to close up the transaction had already been taken. The information came from the legal division of the treasury department.

The site has frontage on Penniman avenue of 114 feet. The property extends through to Fralick avenue, better known as Gravel avenue, thereby enabling the government to have access to the property from the rear of the building. The government will pay \$10,000 for this piece of property.

97 Years Ago 1927
Plymouth Mail

“1927-PLYMOUTH’S YEAR”

Plymouth area business leaders declared 1927 as Plymouth’s Year.

In 1927, Detroit area newspapers reported on the many advantages of living in Plymouth, and featured news stories and photos recognizing community leaders and businesses. Two major construction projects completed in 1927 were the Mayflower Hotel and Starkweather School.

“Vision and faith have built all the great cities of the past. Vision and faith will continue to build the cities of the future. But Plymouth has more than just that. She has community pride, and has it in abundance.”

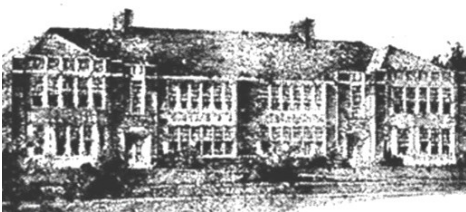
—*Plymouth Mail*, 1927

The Mayflower, Plymouth’s New Community Hotel



A 1927 architectural drawing of the Mayflower Hotel in downtown Plymouth, depicting five stories. The final height of the building was three stories. Plymouth community leaders raised \$209,000 to finance the venture. The hotel building was closed and demolished in 1999.

The New Starkweather School



A 1927 architectural drawing of Starkweather School in Plymouth’s Old Village. The school was named after George Anson Starkweather (1826-1907), an illustrious community leader. The school was built for \$125,000 and served as a grade school from 1927 to 1977. The building was later converted into an alternative high school and an adult education center. The school closed in 2013.

Volunteer Spotlight

Rich Kaylor



The Plymouth Historical Museum is very lucky to have a talented and dedicated staff of Museum guides, and Rich Kaylor is certainly one of them.

Rich is a native of Massillon, Ohio. He began his Michigan ties by attending the University of Detroit. He graduated with a degree in business and earned his Master’s soon after.

His career in Detroit spanned 27 years working for Chase Bank. Rich also spent time as a CPA and then worked for ten years in the real estate business for Century 21.

He began volunteering at the Museum back in 2017 as a referral from Mike Woloszyk, the operations director. Mike was surprised Rich agreed to join the volunteer staff of guides, since he was already busy volunteering in other organizations.

He has been involved, along with his wife April, with the Henry Ford West Bloomfield Hospital as a therapy dog handler for the past fourteen years. In addition to that commitment, Rich has been lending his services since 1983 to the United Cerebral Palsy as a board director, president and volunteer.

When Rich is not busy volunteering, he enjoys getting out on the golf course and spending time with his two grandchildren, Clare and CeCe.

Besides volunteering at the Museum as a guide, you may have seen him playing Santa Claus for the children in the caboose at Christmas time. Rich has always had a keen interest in history and museums and finds his volunteering experience here a perfect fit.

We are glad he does.

—*Written by Mike Woloszyk, Museum marketing director*

The Plymouth Historical Museum owes its success to the efforts of its dedicated volunteers.
Thank You Volunteers! Volunteers Make a Difference!



Penn Theatre
Plymouth, Michigan



60 Years Ago
September 1964





(Left) Plymouth Historical Museum Executive Director Liz Kerstens had a dream to build a 1902 Plymouth home inside the museum. Builder Jeff Stella and his crew are making it happen. (Middle) The museum is closed during construction, and many of the older exhibits are temporarily stored in the Main Street part of the museum. (Right) Kerstens points to some detail work as the house takes shape inside the museum.

Under Construction

Plymouth Historical Museum builds Victorian House exhibit...inside

By Michele M. Fecht | Photos by Bill Bresler

Since its temporary closure to the public in July, the Plymouth Historical Museum has been anything but idle.

For the past two months, contractors have been constructing a 1915 Queen Anne-style house inside the museum that will provide visitors with a glimpse of home life in Plymouth during that period. The structure is “housed” in the space long occupied by the Victorian room exhibits.

“The reason we’re doing this is because we have to change,” explained Liz Kerstens, the museum’s executive director. “If you stay stagnant you die. That’s not happening on my watch.”

Noting that most of the museum’s exhibit space is more than 50 years old, Kerstens said the Victorian House project will redefine the visitor experience by

allowing guests to walk “into” the exhibit. Interactive videos with surround-sound also will add to the experience.

The first floor will include rooms typical of the era with a kitchen, parlor and dining room. Visitors will enter the home through the back door and walk through the hallway to visit the three rooms as well as view the carriage house before exiting to the back patio. The home’s upper level – or second story

– will be used for much needed exhibit storage.

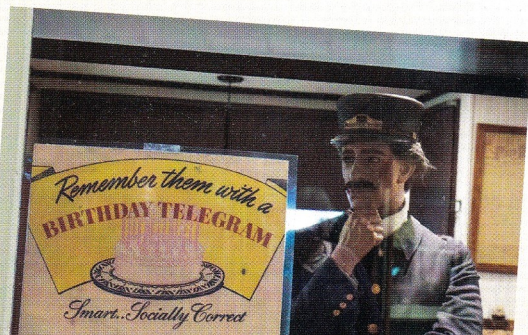
Screens similar to those installed in the recently remodeled Pere Marquette Depot exhibit will be placed as the home’s front windows where it will appear as if you are looking onto Church Street with its park and gazebo. Visitors can take in the sights and sounds of the band performing in the gazebo, children playing in the park

and horses and carriages passing automobiles.

Kerstens noted that 1915 was a period of transportation transition as the automobile began jockeying for road space with the horse and carriage. This allows the exhibit to feature both transportation modes.

A MODEL HOME

The museum’s Victorian Home project is modeled after the 1898 Church Street home of Charles

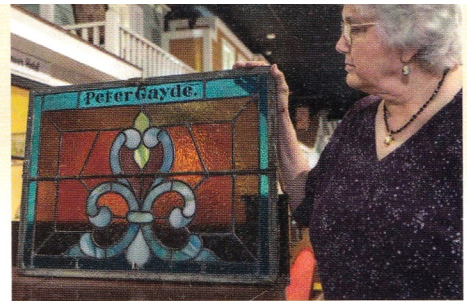


The new exhibit is modeled after a 1915 Queen Anne-style house on Church Street.

Under Construction article courtesy of *The Plymouth Rock* magazine, August 2024.

“The reason we’re doing this is because we have to change. If you stay stagnant you die. That’s not happening on my watch.”

Liz Kerstens, Plymouth Historical Museum executive director



Draper, a Plymouth optometrist, jeweler, and prolific amateur photographer (the museum’s archives has an extensive collection of Draper’s glass plate and film negatives). Fortunately, Draper photographed interiors of his home providing a rare glimpse into the contents and style of the rooms. The house (still standing)

circa 1915. Kerstens said cost for the project is “a little over \$200,000.” A grant of \$90,000 from the Margaret Dunning Foundation to the Plymouth Historical Society specifically for construction of the project provided critical seed money. (The Dunning Foundation also

“We’re just trying to remain relevant,” Kerstens said, noting that museums are challenged by decreased attention spans primarily – but not exclusively – among younger generations. Interactive exhibits that provide greater sensory stimulation may enhance visitor experiences and interest. Financial challenges also are omnipresent. “We’re still totally independent,” she said of the museum. “Ninety percent of my job is fundraising.”

Mindful that most of the museum’s exhibits were created a half-century ago, Kerstens said the Victoria House project along with the reconstructed train depot exhibit may be the impetus for future changes in exhibit

interpretation.

“The Victoria House complements the Main Street exhibit,” she noted, adding that the intention is to give a facelift to that exhibit space in the next few years – as funding allows. The Plymouth Historical Museum’s Main Street was modeled after the Detroit Historical Museum’s Streets of Old Detroit and features a late 19th-century Victorian recreation of the community’s Main Street.

The target date for the museum’s reopening is October 16. The archives also will reopen at that time.

For more information about the Plymouth Historical Museum, visit plymouthhistory.org or find them on social media.



Yelsidy Bejan (right) trims a wood shingle for the roof of the house, helped by Mario Levy Adam.

originally had four bedrooms and a bathroom upstairs. Kerstens said the images of the interior of Draper’s home will be used extensively to recreate the exhibit’s first floor.

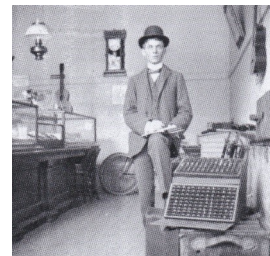
She noted the contractors are using as much reclaimed materials as possible in the project. Reclaimed barnwood will be used to cover the museum’s freight elevator that will serve as the doors to the carriage house. Furnishings will largely come from the museum’s collection, some of which will be repurposed from the former Victorian room exhibits.

Lead contractor for the project is Stella Contracting. Jeff Stella’s team rebuilt the Pere Marquette train depot. Mark Salloum of Highway Media is creating the animated videos to convey the sights and sounds of Plymouth,

paid for the majority of the train depot rebuild.) In addition, the museum received more than \$80,000 in donations from members and the community as well as several smaller grants toward the cost of the Victorian House project.

A LOOK AHEAD

In her 17-plus years as the museum’s executive director, Kerstens said the Victorian House is the biggest project she has undertaken during her tenure. Okay, so maybe it’s more appropriate to say it is the biggest project she has undertaken inside the museum. Kerstens spent four years wrangling to get a 67,500-pound CSX caboose moved to the museum site. That was heavy lifting.



**83 Years Ago
January 1941
Plymouth Mail**

**Charles G. Draper,
Pioneer Merchant
Dies Suddenly**

Charles Draper (1865-1941), is shown in his jewelry and watch store on Main Street in Plymouth, circa 1900. Draper was also an amateur photographer and took many of the photos that represent Plymouth at the turn of the century. He was one of Plymouth’s pioneer business men. He died January 26, 1941, at his home at 1046 Church Street following a stroke. Two months prior to his death, Draper had announced his retirement after 47 years in the jewelry business. He was born in South Lyon on May 19, 1865, and moved to Plymouth as a young adult after attending a watch-makers’ school in Ann Arbor.



The Charles Draper house on Church Street was built in 1901. The historic house is an example of Victorian Queen Anne architecture. Photo circa 2008.



SEPTEMBER 29 SPOOKY KIDS TEA

This is the one event you can share with your children this Fall! Fun for everybody. Tickets on sale now but the number is limited. Call the Museum for reservations or go to: <https://tinyurl.com/3z9s372c>



Event Time:
Noon – 2:00 PM

Kid's Ages:
Four and Up

- Fun Games
- Make & Take Activities
- Photos
- Tea Delicacies

A spooky but fun event you will remember for a lifetime!



Costumes are encouraged but not required

PLYMOUTH HISTORICAL MUSEUM
155 S. Main Street
Plymouth MI 48170
734-455-8940



SCAN TO LEARN MORE & REGISTER



JUNIOR COMIC BOOK CREATORS WORKSHOP

SPONSORED BY

OCTOBER 26, 2024 | 1:00 PM - 4:00 PM | 155 S. MAIN STREET, PLYMOUTH, MI, 48170

Encourage your child's creative potential. Join us for a fun and interactive workshop where we'll dive into the exciting world of comic book creation using a specially designed workbook. Your child will learn a structured yet fun approach to bringing their comic book ideas to life!

YOUR TEACHER



JASON DOUGLAS

- EXPERIENCED SCHOOL TEACHER
- AWARD NOMINATED WRITER
- LOCAL INSPIRATION



Plymouth Ghosts Cemetery Walk Riverside Cemetery

Saturday, October 12
Tours begin at 4 PM
LAST TOUR 8 PM



Tickets \$20 per person. For groups of 8 or more people, the price is \$15 per person. Please contact the Museum directly for group bookings.

Purchase tickets here or online at:

<https://tinyurl.com/4kekwnm>





OUR TIME, OUR HISTORY.
PLYMOUTH, MICHIGAN



“The horseless carriage will never come into as common use as the bicycle,” The *Literary Digest* declared in 1899 after Henry Ford demonstrated an early Ford automobile.

**Plymouth in the Early 1900s
Advanced from Horse & Buggy to Horseless Carriage**



A view of Penniman Avenue looking east toward Kellogg Park, photo circa 1915. Note the significant mix of automobile and horse traffic sharing the street. By the early 1920s, the horseless carriage became the preferred choice for travel, and eventually sealed the fate of the horse and buggy era, forever changing the tranquil and rural character of Plymouth.



An early 1900s view of Liberty Street in Plymouth looking from east to west. Noteworthy in the photo are the three methods of transportation commonly seen on Plymouth streets by 1915: a bicycle, an automobile, and a horse pulling a wagon (far right).

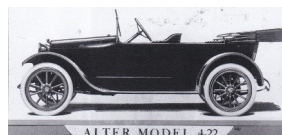


With all the businesses along Main Street today and the constant hum of automobile traffic, forgotten is the time when Plymouth’s Main Street was lined with stately residential homes. Prior to the popularity of the automobile and the expansion of the business district, the Victorian style houses on Main Street conveyed a quiet setting void of the noise of sputtering vehicles. The homes were owned by some of the wealthiest people of Plymouth. Photo circa early 1900s.



A 1915 photo of newly paved Main Street in Plymouth, south of Ann Arbor Trail, when South Main Street was a tree lined residential road. During the late 1950s, the large shade trees were removed when the road was widened to accommodate the increasing vehicle traffic. The quaint residential homes were rezoned for business use or were demolished. Long time Plymouth residents were saddened at the loss of Main Street’s small town residential character, all for the progress of the automotive age.

From 1914 to 1916, the Alter Motor Car Company in Plymouth produced the Alter Car from a design by Charles Alter of Manitowoc, Wisconsin. The car was made of component parts shipped to Plymouth by rail and then assembled at the factory that still stands on Farmer Street. The company couldn’t keep up with demand or acquire additional financing and went into receivership. The only known Alter Car that still exists is on permanent display at the Plymouth Historical Museum.



**Alter Motor Car
Produced in
Plymouth, Michigan**



Two Plymouth women jointly holding an umbrella, enjoy a quiet leisurely stroll along Church Street west of Harvey Street, shaded from the afternoon sun. Unlike today at the intersection, no automobiles are in sight. Photo circa early 1900s.

Friends of the Plymouth Historical Museum
155 S. Main Street
Plymouth, MI 48170

Non-Profit Org
U. S. Postage
PAID
Plymouth, MI.
Permit No. 111

Return Service Requested

Calendar of Events

Events are at the Museum unless otherwise specified. Tickets can be found at <http://plymouthhistory.org/events/>.

September

29—Spooky Kids Tea, noon-2 PM. Tickets on sale.

October

12—Plymouth Ghosts Cemetery Walk, 4-9 PM.
Tickets on sale.

15—“First Ladies—Fashion Setters” Members-only
Preview, 6-8 PM. Tickets available now.

16—“First Ladies—Fashion Setters” exhibit opens.

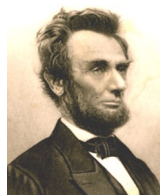
26—Junior Comic Book Creators Workshop, 1-4 PM.
Tickets on sale.

November

30—Santa in the Caboose. Free admission.

December

1, 7, 8, 14, 15, 21, 22—Santa in the Caboose. Free
admission.



*Fun &
Educational*
Field Trips

Weldon Petz Abraham Lincoln Exhibit

Opened in 2002, the Abraham Lincoln Exhibit at the Plymouth Historical Museum is a result of the lifetime collection amassed by Dr. Weldon Petz. Classes and tours are available by trained Museum guides and teachers.



**Woo Wooo!
All Aboard
the CSX Railroad
Caboose
permanently
on display at the
Plymouth Historical
Museum.**