

Walk to school Day celebrated in the schools. C3

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### Children need early intervention

When a child is born with any kind of disability it is very overwhelming for the entire family. Parents go through countless feelings - shock, disappointment, fearfulness and uncertainty. Why did this happen to our child? After the shock wears off - and it never completely does - it is imperative for parents to gather all the necessary information about the child's disability. This is the first step in starting their child to a life of independence.

Three major benefits of early intervention include enhancing the child's development through tutoring; learning family coping skills and lessening emotional strain; helping the child develop a positive attitude, which can open the doors to many possible experiences. Children ages 3-5 years old with special needs qualify for intervention. Endless services are offered, including counseling, speech and physical therapy.

A strong support system is needed in order for a disabled child to flourish.

I was fortunate. My parents sought the best doctors available and researched all options.

I was fitted with glasses at 9 months and hearing aids at age 2. I also had open-heart surgery at age 4. I also started private speech therapy.

Being a teacher, my mother researched education options. She decided on public schools over private schools because of their extensive support services. She enrolled me in a special education preschool in Livonia.

She remembers how nervous she was when the yellow school bus pulled up in front of our house equipped with a child car seat for me. The teachers had suggested I take the bus to begin my road to independence.

The first couple times my mom followed the bus to school to make sure I arrived safely.

At school, my mom often watched through my classroom's two-way window.

### PRESCHOOL

In preschool I had to wear a helmet to protect my head when falling because at age 4 I still could not walk. Later, I moved on to a self-contained learning disabilities classroom at Webster Elementary. Afterwards, I was mainstreamed for the remainder of my educational career.

Livonia Public Schools have several early intervention programs at Perinville Early Childhood Center. Administrator Kathy Donagrand said the center, which accepts children between ages 3 and 5, services about 200 students.

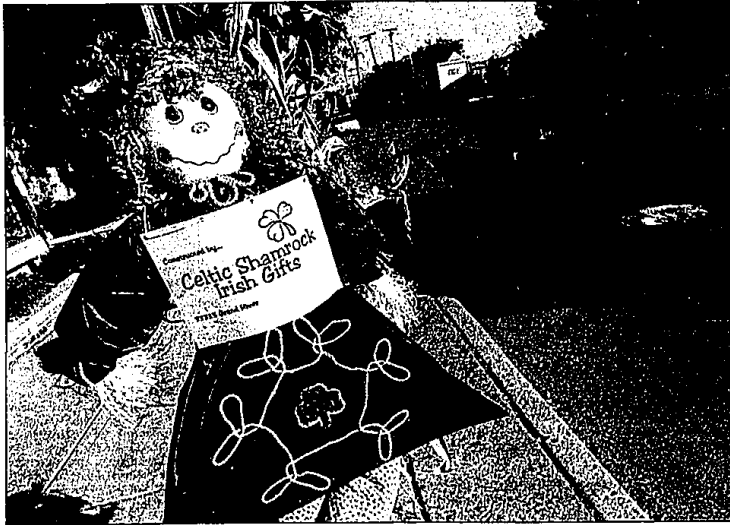
There are two separate speech-based programs, *Talk It Up and Play and Say*.

The school also offers programs for autistic and visually impaired children. Depending on their needs, children can go from one program to another.

Perinville also houses (the state-funded) *Kids First and Michigan Readiness Program* for qualified children.

Children are selected based on income or special needs. For information contact Perinville at (734) 523-919.

Another service called *Early On* provides evaluations



This scarecrow, representing the Celtic Shamrock Irish Gifts, is among those displayed on Grand River in downtown Farmington, in honor of the Downtown Merchants of Farmington's Harvest Festival.

## Events abound at downtown Farmington Harvest Festival

Visitors to downtown Farmington are in for some old-fashioned fun over the next two weekends, as merchants celebrate their first Harvest Festival.

Heralded by the arrival of scarecrows dressed by downtown businesses, the festival will be held over two weekends, Oct. 12 and 19. It's part of the new Downtown Merchants Association of Farmington's

effort to promote their business community.

The owner of Anna's Cafe and Baskets, located on Farmington Road just south of Grand River, didn't have to think twice about whether she'd decorate a scarecrow for this event.

"We've always put one up at home," said Anna Mariani, "so I figured, why

not? It's just a fun thing for our customers to see."

She's also considering the prospect of dressing up in costume, but there are some drawbacks.

"I'm thinking about it, but it's hard to serve coffee with a costume on," she laughed.

PLEASE SEE HARVEST, C2

## History comes alive during cemetery walk



The grave of Eil Blanchard, which dates from the mid-1800s, is relatively new in the Quaker cemetery.

In the world of spookiness, a walk through a cemetery seems to have bone-chilling implications.

But not for those attending the Oct. 19 Cemetery Commentaries, a special tour of two Farmington cemeteries sponsored by Blue Circle, a local civic group.

With help from guides who have researched Quaker Cemetery on Gill Road and Oakwood Cemetery on Grand River, the tour will provide visitors with a taste of Farmington history from the unique perspective of community pioneers. The talks will also explain burial customs of days gone by.

"Many of us have driven by these two cemeteries for years without stopping," said Blue Circle member Tracy Freeman. "This tour will provide an opportunity to see what lies beyond the gates of these local burial grounds."

Familiar names on the grave markers will include: ■ F. Dean Warner, who was the first three-consecutive-term governor of Michigan.

■ Arthur Power, Farmington's founder and first settler. In addition to pioneering the community, which is named after his Quaker hometown of Farmington, Connecticut, he donated the property for both Quaker and Oakwood cemeteries.

■ Nathan Philbrick, the first tavern owner in the township. He was also part of The Underground Railroad, and his tavern served as a safe haven for many slaves who escaped to freedom in the North around the time of the Civil War.

■ The Bolsford family,

PLEASE SEE CEMETERIES, C2

## Highway center line has roots here

Simple things are often very complex. Something as mundane as a line down the center of a highway was invented by someone. It took a lot of care and forethought.

In the August issue of *Michigan History*, Le Roy Burnett pointed out some of the significant inventions effecting our highways.



Farmington History

The articles in *Michigan History* didn't mention that highway advances have a Farmington connection as well.

It was during the administration of Fred Warner, the only Michigan governor from Farmington that significant advances were made toward better roads in the state.

Warner was governor from 1906 to 1911. The first highway department in the state of Michigan was established in 1905 along with state funding for the roads.

Horatio Earle, the first highway commissioner, was a fellow "Wheelman" associate of Governor Warner. Both men had been members of the Wheelman's Club a popular bicycle club dating from the 1860s. Both Horatio Earle and Fred Warner had won bicycle racing events.

Fred Warner as a young man actually sold bicycles c. 1890.

The bicycle's popularity made people aware of a need for good roads. The next step was attaching a motor to a quadricycle - the automobile.

The first concrete roads were built during the Fred Warner administration. The very first concrete road was built between Six and Seven Mile Roads on Woodward Avenue in Detroit in 1909.

The first driver's and automobile licenses and the first speed limits were legislated during the Warner administration.

The first speed limit was eight miles an hour in business districts, 15 miles per hour in residential areas and 25 miles per hour in the country.

After Fred Warner returned to Farmington on completion of his third term, advances continued for Michigan roads.

It was in Wayne County that the first lines on the highway were invented, according to Le Roy Burnett. Edward Hines, a Wayne County Road Commissioner invented the highway lines.

He witnessed an accident between an auto and a horse drawn vehicle. Both were in the center of the road. A line defining the proper part of the road would have prevented the accident.

Thus the highway center line was invented. Edward Hines Drive in Livonia is named after the inventor of the center line in roads.

The Wayne County Road Commission is credited with inventing a machine to apply the stripe. Painting the stripe down the center of the road was quite laborious and very slow. The painting is fairly rapid and more accurate when done by machine.

Early traffic was controlled by policemen. They worked at major intersections in Detroit

PLEASE SEE HISTORY, C2