

Chat Room from page B1

He or she has been very busy grooming his new home. It is so exciting to be able to help our wildlife.

Especially since we humans seem intent on destroying our wildlife friends' natural homes. So much building going on. The dollar sign rules over our natural resources for our wildlife.

A tip to remember for next Halloween. If you have left over pumpkins with seeds still inside, cut the top off and put the pumpkin out for wildlife to enjoy. We get squirrels eating the seed and the birds like the pulp. It's so enjoyable to watch these cute critters eat away at this great food source.

Ben Cornell is a state licensed

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wildlife rehabilitator with the Department of Natural Resources. She and her dog, Bristol, write a column twice a month for the Farmington Observer answering questions about pets.

Vintage from page B1

When the trolley came to a village or city it rang a bell or blew a horn to announce its arrival. Starting at 6 a.m. in Farmington the trolleys ran every half hour to hour apart.

The street cars operated on overhead wires. Those were safer than the electric third rail used by some lines. The live rail could kill an unfortunate farm animal that would have contact with it. The overhead lines were more expensive to maintain.

The trolleys into Detroit were the beginning of suburbia. People could live in Farmington and work in Detroit. Often they played cards on the ride to the city or read newspapers. There was a smoking car into which no lady would go.

Streetscars running to Orchard Lake offered transportation to the resort hotel there. There were also summer cottages, a beach and an amusement park. In summer it was a one day excursion.

Pontiac was the county seat. There were courts, county government and a high school which offered the equivalent of the first two years of high school.

Many local youngsters traveled the DUR for a high school or college education. At the turn of the century, Farmington Township was a farming com-

munity. Freight cars transported lumber and milk. Farmington still had uncut forests then. Milk cars collected milk right at the farm if one was lucky enough to be beside a track. Produce could be moved the same way.

The DUR offered a lot of employment opportunities. Repairmen, conductors and motormen were needed. They were paid in gold coin.

Earlier trolley cars were wooden. By 1912 they started using steel. Some cars were given colorful names: the boat was the repair car, it could be fitted with a snow blade. The Queen Lil was the first car into Farmington. The whole town came out for its arrival. A little boy lost both his feet when he fell beneath the trolley on that very first day.

The combination of local lines into the DUR provided better transportation. It cost 10 cents a mile. Transfers were offered.

Quadracycles were developed at the same time as the trolleys. The early autos were made from bicycles with four wheels and a motor. They ran on bicycle tires. Some farmers could order a motor, attach it to a farm wagon and have an early truck. By 1916, the first Federal Road Act provided matching funds for communities to build roads.

By 1920, with good roads, automobiles were so popular it led to the demise of the interurbans. Automobiles were fast and more convenient. By 1927, the tracks in Farmington were removed. In July 1931, Grand River at the Junction was paved in concrete.

In 1932, what remained of the trolley lines were purchased by Detroit. Bus service was offered for Farmington.

On summer nights, Farmingtonites used to walk to the powerhouse where they could look at the generators that were behind large glass windows. They could stroll through gardens and buy popcorn. Detroit Edison took over the powerhouse briefly, then the building was recycled.

A new life.

Coincidentally, during much of the time the DUR was in business in Farmington, Prohibition was in place. There were rumors that a speakeasy, a place illegal spirits were sold, operated within a block of the powerhouse. In February, 1933, Congress passed the 21st Amendment that ended Prohibition. At that time, the LaSalle Wine and Champagne Co. purchased the powerhouse.

LaSalle Winery was founded in Walkerville, Ontario by Morris Twooney as the Windsor Wine Co. Twooney had the

building remodeled. The ground floor was lowered and large oak aging casks were installed.

The second floor was changed to concrete and fermenting vats were placed there. A third floor was added for crushing vats. Offices were built in the front of the building. LaSalle used Michigan Concord, Nigra and Delaware grapes. They made a variety of wines.

In 1939 an automated bottling room was installed. In 1941 and 1950, additions were made to the building for freezing units, warehouse facilities and loading docks. In 1963, Morris Twooney died and the winery was purchased by Chamberlain of America, a New York firm.

A German chemist and winemaker joined the company in 1967 and the company became a world class winery. There was soon a subsidiary called LaSalle of California.

On Nov. 2, 1970 the company decided to retire the building. It was used for a year by the St. Julian Wine Co. The building was vacant for a number of years while various plans were discussed.

Finally the building is occupied once more. Offices occupy the main building and the 1941 addition has become a garage.

Weight Watchers contest offers car lease prize

Weight Watchers and Buick are teaming up in a contest that will offer a grand prize of a two-year lease on a Buick Regal.

To enter, members send in an essay telling how Weight Watchers has changed their life. In addition to the Buick lease, runners up will receive one of the following: a day of pampering, lunch with Florio Mark, president and CEO of the WW Group, Inc., WW active life membership, WW cookbook package, and

WW exercise package.

Members will be judged based on how Weight Watchers has improved their quality of life, not on the number of pounds lost.

"Improving the quality of life is the most important benefit our members receive," said Mark.

"The member of the year contest is a terrific way for our members to tell their success stories and motivate others to be

successful."

All entries must include essay on "How has Weight Watchers changed your life?", your name, address, day and evening phone numbers.

Mail to: Weight Watchers & Buick Member of the Year, attn. Corporate Communications, P.O. Box 9072, Farmington Hills, MI 48333-9072.

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