

AWARD OF \$2,000 IS RECEIVED FOR A TOWNSHIP PARK

Receipt of an award of \$2,000 for the maintenance of a permanent playground in Farmington Township, at Orchard Lake and 13-Mile roads, was announced Saturday at Detroit, by the Detroit Savings Bank. The award was from the Harmon Foundation, which is interested in development of playgrounds all over the country.

The park consists of five acres, and was recently dedicated through agreement between the Township, the owners of the site, Great Lakes Land Co., and the Harmon Foundation. The Foundation, upon the land company's agreement to donate five acres by deed to the Township, pledged itself to aid in care of the plot.

The Harmon Foundation's program, which includes appropriation of \$40,000 for parks all over the country, is designed to demonstrate the "economic and human value" of park play areas in subdivisions. The Farmington Township Board agreed to the setting aside of the five acres some months ago.

A condition of the award is that the name "Harmon" be used in the title of the park. This is the second park in Michigan to receive such an award from this source.

Visits In Farmington After Madman Ordeal



Farmington had a personal interest in the dramatic event in Detroit Saturday morning when Judge Fred S. Lamb of Cadillac faced for nearly half an hour two revolvers in the hands of a madman who demanded that he sign papers to reverse a decision previously given against the maniac. Judge Lamb, who is a brother of Arthur Lamb, spent several hours at his brother's home in Farmington Monday. He had fully recovered from the nervous strain of his ordeal. He is well known to many Farmington residents, and spoke at the Farmington Exchange Club about a year ago.

LOCAL BUS IDEA USED ELSEWHERE

The plan of operation of the recently-instituted Farmington Jitney Bus line is being utilized elsewhere, and is in fact, recognized as practical by the Detroit Department of Street Railways, reports have revealed.

The Southfield Road bus line, begun a short time ago, running north and south on Southfield road, is operated on a somewhat similar, subsidy plan, although the D. S. R. runs the buses.

The owners of the subdivisions along the highway furnish the subsidy, paying the D. S. R. a fixed amount for each bus mile.

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