## -Auto Factory Owner

(Continued from Page 8)
and afterwards spent many hours
in the factory.

"In 1883, Fred Patterson graduated from high school and entered Ohio State University to

not satisfied with conditions there and he returned to Greenfield to work in the business with his father.

Sometime later, Fred was

promoted through the ranks to the position of vice - president of the company. Soon after this event, Charles (Rich) Patterson contracted an illness and died — leaving Fred to operate the

company along with other family members.

In an effort to gain more business, Fred started traveling with C. W. Napper who was the firm's sales manager. While moving about the country, Fred began to notice more of the new, funny - looking, horseless carriages and with some published material, he talked with his family members in terms of producing similar vehicles.

Fred's idea was to produce an automobile which would travel farther on a gallon of gas than any other car being manufactured at that time. The company started making the transition toward building a horseless carriage.

On September 23, 1915, Fred saw his dream roll off the line. Word about this new car swept across the county. Soms people who viewed the new Patterson - Greenfield claimed it was mechanically designed and better built than the old "Tin Lizzie" being made in Detroit, Mich. by some "up-start" named Ford.

Fred Patterson once said that his car "wasn't intended to be an omnibus, but as one that would give good service and comfort to its owner."

\$850 — depending on whether a person ordered a roadster or the four - door touring car. The production of an automobile, however, required quite a lot of capital investors which were not forthcoming. As a result, only 150 fascinating Patterson - Greenfield vehicles were produced and therefore the company never reached full mass - production stage.

Having received little encouragement from financiers. Fred Patterson turned his attention to the production of school bus bodies for which there was a big demand at the time.

Unfortunately, in 1939, the company closed its doors. Postell Patterson a grandson, stated that "Detroit just got to be too much for us and we just couldn't compete."

Although Charles (Rich) Patterson would have been saddened to learn that the doors of his company had closed, he woould have been very proud to know that the name Patterson on a product meant superior quality.



Familiar site to some of the 29,000 youngsters who attended summer camp at the No. Brookfield, Mass. location is the swimming pier installation.

## Top Camp For Black America

When Camp Atwater in the small Massachusetts town of North Brookfield reopened in 1980 after a seven-year hiatus, it was a special moment shared by many well-known and respected blacks around the country.

Por the reopening of the camp marked a triumph for the Springfield, Mass., Urban League's Camp Atwater, the only remaining Urban League camp in the nation and the oldest camp serving a primarily black camper population.

Springfield Urban League President Henry M. Thomas III points to the leadership and character - building emphasis of the camp, which dates back to 1921.

And history seems to back Thomas' claim.

Alumni of the camp include Detroit Mayor Coleman Young and Elma Lewis, whose School for the Performing Arts in Roxbury, Mass., has won national acclaim.

Chifton Wharton, chancellor of New York State University at Perhaps the best -known summer camp for youngsters on the Eastern seaboard is Camp Atwater, which began serving the black community in 1921. Some of its alumni include: Detroit Mayor Coleman Young, Solicitor General Wade McCree, the late 4-star General Chappie James among others.

Albany, spent time at the camp.
So did the late Chappie James, the
first black four - star general in the
armed forces. And Michael Gale,
guard for the San Antonio Spurs.

R. Turner Dickerson, recruited as program director by the late William DeBerry in 1938, remembers Judge Wade McCree when he was a waiter in Camp Atwater's dining hall.

Seven years ago, increasing costs, the popularity of special interest camps and vandalism got the better of Atwater, and it was closed.

But the Atwater spirit, spread over the nation just as its alumni, triumphed and an effort to revitalize the camp began. This year, \$270,000 and many, many

volunteer hours later, that dream was realized.

Thomas knows from a personal side, and an organizational perspective, why the camp has been such a success.

"Atwater has been a leadership and a character - building resource within the nation's black community," he said. "It has had a similar impact on its campers and staff as many fine black college institutions have had."

The camp this year will serve 500 in four sessions, but efforts are underway toward bringing the total number per summer up to the 1,000 capacity as soon as possible.

Thomas believes Atwater's popularity will spiral, "in con-

tegration of the fact that integration among middle - income families has increased over the last 15 to 20 years."

"There is a new - found need for an Atwater experience," he said. "Many blacks are working in an integrated setting. They are living in integrated settings and their children are going to integrated schools:

"And, because both parents are working, they generally do not have as much time to work in filling the gaps that exist as a result of having a total integrated life space."

Thomas said many black parents who have grown up in either all - black neighborhoods or attended all - black schools have found a certain kind of value that ties into self - awareness and a general "esprit de corps" feeling that lends to blacks developing a real sense of responsibility and commitment to themselves and their community.

Dickerson, who serves as (Continued on Page 14)

PAGE 1

