

Little did we realize then the martial purposes that were lying just beneath the surface of our cherished boy companion. It was not long after he left the School before his virile nature urged him forward to a share in the Great War. From July 1917, to March 1918, he was a driver in the Norton Harjes Ambulance Corps, along the French front. From March 1918, to July of that year, he drove an American ambulance on the Italian front, always, we may be sure, with the definite purpose of getting into active service with the American troops. In July 1918 his ideal was realized.

In the 345th Tank Battalion he was first corporal, then driver, and then gunner, serving in the Meuse-Argonne sectors. His tank was engaged in the battles at St. Mihiel and at Apremont. On October 7th, 1918, he was killed in action. Thus, in three months of active service, Mac Whitney offered his all to his Country, and not only offered, but gave himself.

From a letter of First Lieutenant Herbert J. Ellis, Commanding Company A, of the Tank Corps, we quote the following account of Mac Whitney's last day:

"Corporal Whitney participated in the battle of St. Mihiel. He accompanied his battalion when it was ordered to the Argonne sector, September 23rd, and went into the attack with them. On the morning of October 7th his platoon advanced from Apremont along the Apremont-Binarville Road. About two hundred yards out of Apremont his tank was struck by a large caliber shell which struck the ammunition racks and burned the tank and its inmates—Corporal Whitney and Pvt. 1st Cl. James Casey. Corporal Whitney was buried by the members of this company at the spot where he fell. Two men of this company lie beside him."



JAMES RENVILLE CLEMENTS

1911-1916

JAMES RENVILLE CLEMENTS was born at Ann Arbor, Mich., on November 2nd, 1897. He was the youngest of the three children of William Lawrence Clements, for twelve years a Regent of the University of Michigan, at Ann Arbor, and Jessie Newton Young. His only brother served during the war in the Naval Aviation Construction and Repair, and his sister was very prominent in Red Cross work, being on the point of departure for France when the news of his death arrived.

He entered the Lower School at St. Paul's from the schools of Bay City, Mich., in 1911. There are some boys whose characters seem to form at an early age, and he was very strikingly of this type. From the first to the last of

his stay at the School, he showed a most unusual sense of real values and a consciousness of what is worth while, a thing which most boys get late, and some never. He had an inborn uprightness that never could be mistaken, lacking to a marked degree the impetuosity of the average boy, and some of the careless, thoughtless deeds of school-boys he simply could not do. His disposition was wonderfully sunny and cheerful, and joined to this quality was a very strong and healthy sense of humor, typically American, and extremely pleasant to meet. He was a good scholar and at the same time enjoyed athletics to the utmost, though he was not brilliant in any one sport. When his best friend was playing on the first teams, he would be faithfully working on one of the lower ones, taking it as seriously as if it were the first, and accepting victory or defeat with the same good spirit. His ability to see the other fellow's point of view, and his courtesy and kindness to others, were very marked. Acts that would do credit to a mature man seemed to be perfectly natural and normal to him, and he was known as one of the most fair-minded boys in the school. His thoughtfulness and courtesy to older people were most unusual. He was sincerely and deeply religious, though never forcing this quality to the front, to the embarrassment of others. He gave promise of developing into the best type of American, one who could always be depended upon, one who could never be easily deceived, either by himself or others, one who had regard always for others, from the greatest to the least.

From St. Paul's he entered Harvard in the Class of 1920. He took the oath of allegiance at Washington in February 1917, before the United States had entered the war, and before he himself was twenty-one. After obtaining his parents' consent to his enrolment, he was notified that he would be instructed at the Aviation School at Squantum,

Mass. Being anxious to prepare himself, he then secured a position in the Burgess Aeroplane Factory, at Marblehead, where he worked for over a month, until called to Squantum. At the end of the year he received his commission as Ensign and was sent as instructor to Hampton Roads, then to Miami, and then to Pensacola, Florida. At Hampton Roads he had a very serious fall in a sea-plane, but was not badly injured. He received overseas orders in July 1918, and after a short leave sailed in August. He was assigned to the U. S. Naval Air Station at Montchic, France, near Bordeaux, where he remained until September 30th. He was then ordered to Dunkirk, the North Bombing Group, and was to have reported on October 7th for night bombing. En route to Dunkirk, however, he was stricken with pneumonia and died on October 8th, in American Red Cross Hospital No. 1, at Neuilly, having been ill less than twenty-four hours. He was buried with full military honors at Suresnes, Grave No. 156, and it is his parents' wish that his remains rest there, as they know it would be his.