

He went to Harvard for a year, then spent a year at Oxford, returned to Harvard and graduated in 1922. In business, he had an active and successful career. He was married in 1928, to Margaret Mellon Laughlin, and they had four children, Louise, Margaret, Thomas and William Hitchcock.

Hitchcock's name is permanently associated with polo. Characteristically he cared far more for the game than he did for himself: he wanted others to have an opportunity to take part in it, and he insisted, not without success, on measures to develop players from other parts of the country than his own. For eighteen years, from 1921 to 1939, he had no superior at the game, and he played on five American international teams, all of them victorious. During those years, polo rose immeasurably in popularity, to a large extent due to Hitchcock's qualities as a player and as a man.

At the age of 42, three years after he had retired from polo, he succeeded (not the least of his achievements) in obtaining the pilot's rating refused him by the U. S. Army when he was 17. Love of adventure did not cause him to do this. He wanted the war won. He thought he could help find improvements in fighter planes, both in their construction and in their tactical use. He knew that improvements meant the saving of young lives. Two nephews of his were fighter pilots, and one of them, Thomas Hitchcock Clark, was killed in action in March, 1944.

Commissioned Major in February, 1942, he was at first assigned for duty in Washington. But soon, through Mr. Winant, he secured an appointment to London as Assistant Military Attaché for Air. Later he was promoted Lieutenant Colonel.

Part of Hitchcock's work in England was to visit the training, gunnery and advanced schools of the Royal Air Force. He not only visited, he took the courses himself, learned to fly Spitfires, scored first in an aerial gunnery course and mastered the tactics of modern fighter combat. He became Deputy Chief of Staff of the 9th Air Support Command in charge of tactical research and development.

As early as May, 1942, Hitchcock saw our Air Force's vital need of a fighter plane with longer range than any of the types yet in production. He believed that the need could be met by powering the Mustang air-frame with the Merlin two-stage engine. There was opposition to the idea, and Hitchcock returned to the United States to urge it, until it was adopted.

In December, 1943, he was given command of the 408th Fighter Group, one of the earliest groups flying P-51's. He was killed in line of duty in England, April 18, 1944, still engaged, as one of his posthumous citations states, "in research and exploration."



JAMES HARVEY CLARK

1916

In the First World War, James Harvey Clark was honorably discharged from the Army on account of physical disability: a valvular leakage of the heart was discovered just before he was to have gone overseas with the New York Post-Graduate Hospital Unit. He died of a heart attack, December 11, 1945 at UNRRA Area Headquarters, Linz, Austria. He was a Medical Officer in UNRRA, responsible for the direction and supervision of all medical arrangements at the displaced persons centers in the upper Danube, Area Two, of the U. S. Zone, in Austria. He was in charge of the international staff of doctors, nurses and orderlies in the centers, which are said to have included sixty-seven hospitals caring for 150,000 people. A report from UNRRA describes him as an "outstanding person . . . superior in . . . personality, character and work qualifications . . . dignified . . . well liked by his co-workers"; it particularly notes "the deep human understanding Dr. Clark showed to the unfortunate victims of war." Before his association with UNRRA, Clark had been in charge of the American Red Cross Blood Donor Service in Baltimore and, after that, he had been responsible for the general medical care of employees building an air base for the Douglas Air Craft Corporation in Gura Eritrea, Africa. Prior to the war, he had been in private medical practice in California. He was a graduate of Cornell University and of the Johns Hopkins Medical School; he had done graduate work at the University of Vienna, at Elizabethan University, Pecs, Hungary, and at the Royal Hungarian University, Budapest. He was at St.

Paul's from 1909 to 1916. There he won his S.P.S. in rowing, having been No. 3 in the Halcyon crew of 1916, which in the first race over the Henley course on Long Pond made the remarkable time of 7 minutes, 6 seconds, bettered since then only by the Halcyon crew of 1928.

Harvey Clark was survived by his wife Katherine Clark, by his daughter Jacqueline, and by his son James Harvey Clark, Jr., who was in the Form of 1944 at St. Paul's.