

this condition of things, and in the spring of that year he, in conjunction with Boston capitalists, put a pioneer steamer on the line between St. John, Yarmouth and Boston. This steamer—the *Palmyra*—unfortunately got aground on one of her trips, and this circumstance so discouraged the Boston owners, that they refused to permit her to continue on the route. Nothing daunted, Captain Clements went at once to New York, where (in 1866) he purchased 34-64ths of the steamship *Linda*—the remaining interest being held by New York parties. He subsequently succeeded in procuring the organization of the Yarmouth and Boston Steam Navigation Co. (being himself, however, the principal stockholder), and the *Linda* was run by this corporation until, in the autumn of 1871, she unfortunately went ashore at High Head. Without the loss of an unnecessary day, Captain Clements immediately replaced her by the purchase, in St. John, of the steamer *Emperor*. The new boat underwent extensive alterations and improvements during the ensuing winter; but she made only two trips after resuming her place on the route, being lost (in May, 1872) near Matinicus Rocks, on the coast of Maine. Capt. Clements then turned his attention to the work of launching the *Linda* from the position in which she had lain at High Head, and after repeated failures and a heavy outlay was successful. The steamer was brought to Yarmouth, thoroughly repaired and strengthened, and placed once more on her route, her name having meantime been changed to the *Dominion*. After the death, by drowning, of Captain Leary, of St. John, who commanded the steamer (in May, 1874), Captain Clements took command of her and run her most successfully—arriving and departing in all sorts of weather with clock-like regularity.

Captain Clements was at all times a zealous advocate of manufacturing enterprises. The ship-owning business, he contended, enriched only the few, without benefiting the many, except in an inappreciable degree; the manufacturing enterprises, on the other hand, would be more direct and diffusive in its benefits, and more powerfully efficient in promoting the material welfare of the community. He tried, in 1867, to interest our people in a cotton manufactory, and had the requisite plans and surveys made at great expense; but the shipowning idea being at the time too firmly imbedded in the popular mind, and the undertaking too gigantic for individual enterprise, he relinquished his efforts in that direction. During the winter of 1879-'80, however, lengthy conferences on the subject, between him and several of our wealthy citizens, took place; and the probability then was, that in the course of the ensuing season the project would take practical form, and a company (in which Boston and St. John capitalists would take part) be organized here for the purpose of starting a cotton manufactory.

He had for some time had in serious contemplation the erection of a woollen factory at Darling's lake, the plans for which were already completed and the surveys made; and had he lived, the work would no doubt have been undertaken by him as a private enterprise during the ensuing winter.

Captain Clements was always a zealous "railway man." When in 1853 the Liberal government adopted the policy by which alone railway construction in this Province was possible, and commenced operations on the first section of the Halifax and Windsor line, he warmly supported it because of that policy, at a time when the whole current of local popular sentiment was running in the opposite direction. The first serious efforts towards obtaining for Yarmouth railway connection with Annapolis, was made by him in the autumn of 1868, when he persistently brought the matter home to the attention of both the local and general governments, and so impressed the idea on the public mind in this community that it never after lost its hold until the project assumed a practical shape.