

# Canada Temperance Advocate.

Devoted to Temperance, Agriculture, and Education.

No. 21.

MONTREAL, MARCH 1, 1843.

VOL. VIII.

## MEMORIAL.

*The Memorial of the undersigned Merchants of Montreal, to British Underwriters, Shipowners and Ship-masters, RESPECTFULLY SHEWETH,*

That the people of Canada derive their supplies of imported goods chiefly from Britain, and export thither almost all their surplus produce; paying freight and insurance both ways; and therefore have a deep interest in the good management of British merchant ships.

That we believe British underwriters, shipowners and ship masters are desirous of giving every reasonable satisfaction to their colonial customers, and therefore it is our duty to make known to them such suggestions as occur to us respecting the better management of our mutual intercourse.

That we believe the common use of intoxicating drinks on shipboard to be a custom fraught with many pernicious consequences,—First. By forming and fostering habits of intemperance among seamen,—Second. By frequently interfering with proper subordination of the crew, and the clearness of judgment and self command of the officers. And third,—By causing frequent shipwrecks, thereby wasting life and property, and, as a necessary consequence, materially increasing the rates of freight and insurance.

That, in the transmission of American produce to Britain, which constitutes a large part of our business, the Atlantic cities of the United States come into competition with us, and the great advantages which they enjoy in point of freight and insurance, (advantages partly attributable to the prevalence of Temperance principles in their ships,) nearly counterbalance the difference of duty in our favour; so that we hold this important trade by a frail tenure. Any measure, therefore, which will elevate the character of British vessels must improve the intercourse between Britain and Canada, and be of vital importance to the best interests of both countries.

That, we believe, not only from what we have heard of American ships, but from the experience of the owners and masters of some of the finest vessels that visit the St. Lawrence, that it is not merely practicable, but highly advantageous, to sail vessels on Temperance principles. And, therefore, we respectfully request British shipowners and ship-masters to give that system a fair trial.

That, as the risk of loss must be considerably diminished, in vessels sailing on Temperance principles, we request British underwriters to adopt the American plan of making an abatement of premium to the owners of and shippers by, such vessels, not only as an act of justice to them, but as an encouragement to others to follow their example.

That if Temperance principles were adopted in passenger ships, the voyage would be a much less formidable obstacle to emigration; and not only the emigrants themselves would be benefitted, but emigration, upon which Canadian prosperity to a great extent depends, would be encouraged.

That it is of great importance to the morals of our city, that the seamen who annually visit us should be sober and

well-behaved, instead of drunken and dissolute; as has often been the case hitherto.

That for these reasons it appears to us to be a duty to give a preference in the way of business, (other things being equal to vessels sailing upon Temperance Principles, and to urge the adoption of these principles in the management of British merchant ships, by every consideration of interest and humanity.

[Signed by the officers and council of the Board of Trade, and 75 firms and individuals, comprising nearly all the importing and exporting merchants of Montreal.]

## MARINE INSURANCES.

A conversation to the following purport took place in January, 1842, between a Merchant of Montreal and the Manager of one of the first Insurance Companies in New York:—

*Question.*—Having heard a good deal about American vessels sailing on Temperance principles, I am anxious to learn the particulars, with a view to communicate them to shipowners and underwriters in Britain; and Mr. Delavan informs me that from the extent of your business and experience, you are best qualified to furnish me with these particulars.

*Answer.*—I will have much pleasure in affording you all the information in my power.

*Question.*—Will you have the kindness to state the origin and progress of this reform in your merchant vessels?

*Answer.*—About twelve years ago, the Temperance Reformation attracted much notice, and we thought that as many losses were caused by intemperance at sea, we might insure vessels which sailed without ardent spirits at a lower rate of premium, which we accordingly did for three years before any general measure was adopted by other Companies. About nine years ago, Mr. Delavan enquired into the particulars of our plan, and learning that our dividends had been very large, remarked that he would like to draw the attention of other offices to this fact, and request them to adopt the same plan, but he supposed we would be averse to such a course, as they would then compete with us in our best business. We replied that he was at perfect liberty to communicate all the facts of the case, and would be very glad that all other Insurance Companies in the United States and the world should adopt the same principle, believing that it would be for the advantage of all concerned. Mr. Delavan accordingly waited upon the other companies, and a general agreement was established amongst us, to return 5 per cent of the premium on vessel and cargo, at the completion of the voyage, in cases when vessels were sailed on Temperance principles.

*Question.*—What did you understand by a Temperance ship?

*Answer.*—One which had no spirits on board for the use of the officers and crew. It was not, however, supposed that the Captain could controul his men while ashore, and therefore the rule only extended to their conduct on shipboard.