

RESOLUTION OF THE CITY COUNCIL

No. 496

Approved November 22, 2017

WHEREAS, On or around November 12, 1805, the Providence Town Council voted to name a one-block street between George and Benevolent Streets as Megee Street after William Fairchild Megee, who owned property on the street, and

WHEREAS, According to Jacques M. Downs, "The Merchant as Gambler, Major William Fairchild Megee, 1765-1820," published in *Rhode Island History*, Vol. XXVII, No. 4, (November 1969) (Exhibit A), Mr. Megee was, at that time, a merchant involved in the China trade, and

WHEREAS, In the fall of 1805, Mr. Megee ran into difficulties with creditors, and attempted to recoup his losses by transporting slaves from Senegal to South America, and

WHEREAS, The United States had enacted a ban on the slave trade effective January 1, 1808, causing an historian to describe Mr. Megee's venture as "a desperate attempt to cash in on the final moments of that brutal and increasingly disreputable commerce," (*see* Exhibit A, p. 107), and

WHEREAS, This venture failed, and Mr. Megee declared bankruptcy in 1807, and

WHEREAS, Mr. Megee subsequently moved to China in 1810, where he spent the rest of his days, and

WHEREAS, Megee Street later became known as Magee Street, and

WHEREAS, At 93 Benevolent Street, three blocks east from the intersection with Magee Street, stands the former home of the artist Edward Mitchell Bannister and Christiana Carteaux Bannister, who resided there from 1884 to 1899, and

WHEREAS, Mr. Bannister was an accomplished painter of landscapes and seascapes, including one work that won first prize at the 1876 Centennial Exhibition in Philadelphia, and

WHEREAS, In 1890, Mr. Bannister co-founded the Providence Art Club which continues to thrive in its location on Thomas Street, and

WHEREAS, In addition to his artistic career, Mr. Bannister worked with his wife Christiana Carteaux Bannister in the abolitionist movement, supporting the formation of the all-black 54th Massachusetts Regiment during the Civil War, and

WHEREAS, Mr. Bannister's art work was not sufficiently appreciated in his day, perhaps in part due to his African-American heritage, and

WHEREAS, In 1978, Rhode Island College dedicated its art gallery in Mr. Bannister's name, as part of a general revival of interest in and appreciation of his art, and

WHEREAS, Christiana Carteaux Bannister was a successful businesswoman, establishing a chain of hair salons in Boston and Providence, and

WHEREAS, After moving to Providence with her husband in 1869, Mrs. Bannister provided aid to the families of deceased African-American Civil War veterans, and

WHEREAS, Mrs. Bannister also helped establish a retirement home for African-American women in Providence, now known as Bannister House, and

WHEREAS, Both Mr. and Mrs. Bannister have been inducted as members of the Rhode Island Heritage Hall of Fame.

NOW, THEREFORE, BE IT RESOLVED, That the Providence City Council hereby renames Magee Street as Bannister Street.

IN CITY COUNCIL

NOV 16 2017

READ AND PASSED

Sabrina Mats

ACTING PRES.

Lois L. Duggan

CLERK

I HEREBY APPROVE.

[Signature]

Mayor
Date: 11/22/17

EXHIBIT A

R H O D E
I S L A N D
H I S T O R Y

FALL 1969

It is quite possible that fate—in by relative poverty and the possibility of being supported by his well-paid relatives—of the support of Megee's very strong motivation.⁶

Whatever the case, we know very little about Megee's early life, education, religious convictions, friendships and other ties—parental which would help provide an insight into a picture of his character. Very scanty evidence indicates that he probably went to work in John Brown's countinghouse in Providence in the early 1740s. Brown was one of the foremost merchants in the area, and was particularly noted for his energy and his inventive commercial imagination. He was one of the prime movers of the Rhode Island economy of the period, being a founder of the first bank and the first insurance company in Providence and owner of the first local ship to sail to China. An apprenticeship under Brown, therefore, afforded a young man an unusually good commercial education. One can only guess at the power of such a stimulus upon the talented and ambitious Newport youngster.

The next step in a young merchant's career was naturally a sea voyage for the firm, often as clerk or supercargo. Although it is not clear what his job was, Megee sailed aboard Brown's *General Washington* with Captain Jonathan Donnellon, on Providence's first voyage to China. The supercargo, Major Samuel Ward, liked a man which Megee and several others aboard the vessel were to follow for the better part of their later lives.⁷ The ship set sail on Christmas Eve 1787, only 40 days after Megee's marriage to Mary Polly T. Swearingen of Providence.⁸

Megee must have been groomed to take over Samuel Ward's place on the ship's next two China voyages (1790-91 and 1792-93). Megee was supercargo.⁹ It was during the second of these, only two months after the ship had left Providence that Mrs. Megee

died, possibly in childbirth, since William Faleschild Megee Jr., was born the same year.

Megee arrived in the area that he was a father and a widower on May 14, 1793. With a small baby on his hands, Megee was in a rather awkward position for a seagoing man. However, in the practical atmosphere of the city, which was particularly prosperous at that time, he found a ready-made home. In the same year he married Susannah Nightingale and sailed in Providence. Megee's new wife was well connected. The Nightingales were among the leading merchants of Providence. Although, with his successes in trade and maritime, Megee started well along the road to becoming a major commercial figure in the young nation.

One of his new in-laws, Joseph Nightingale, became part-owner in Megee's next ship, the *Holleyon*, while a former in-law, Captain Benjamin Page, was asked to command the vessel. Page had, very recently returned from a pioneering voyage to Australia and China, which were to be her destinations in the current expedition.¹⁰ Of course, since not only the market but also the weather and the seas in that part of the world were at best very imperfectly known, the voyage was something of a gamble. Apparently Megee counted on the stability of men at the Botany Bay prison colony, in spite of institutional and other parts of the cargo. In implementing this calculation, Megee probably guaranteed the success of the voyage.¹¹

The *Holleyon* arrived at Port Jackson (Sydney) on June 14, 1793, almost exactly four months after departing anchor in Providence. Fifteen other vessels had already anchored in the harbor and Megee, sure that the market would be glutted. But Megee's luck held, the ships in the harbor were short of the very provisions the *Holleyon* was carrying. Megee promptly sold them. In addition, he disposed of some

⁶ Certainly a number of New England's most active merchants were similarly unassisted in their youth in the China trade alone. One thinks of Thomas Handesick and James Perkins, John Murray and Robert Benner Foster, John Francis Cushing and Samuel Russell. Relative poverty and the loss of a father and parent seem to have been powerful stimuli. Indeed, the Boston story of poverty and hard work had an Yankee descendant, for as William Sargis was to write John P. Cushing some thirty years later, "to be poor is with us to be crippled in the highest degree." March 23, 1812. Bryant & Sturges Letterbook, 53. Baker Library, Harvard Business School.

⁷ Megee's name appears on documents for the *Holleyon* during the period. Nothing is clear, however, of the terms of such a commission or of any apprenticeship. See the original protest (sworn to by Megee) dated June 10, 1793, on a loose page in Samuel Chace's Book of Voyer Papers, 16th fl. The Rhode Island Historical Society. Megee mentioned in his home papers a person that he had been "regularly brought up as a merchant in . . . France" but he did not mention the name of this firm. Petition to the General Assembly, vol. 27, 128. Rhode Island State Archives, State House, Providence.

⁸ Ward's journal of this voyage was in the Ward Papers at The Rhode Island Historical Society. Megee's log of the same cruise is in the Brown & Lee Papers.

required sale of 5,000 gallons of spirits at an "advanced price" to the colony's officers, who monopolized the local liquor trade.

During his stay at Botany Bay, Megee seems to have taken the opportunity afforded by the quick sale of his rum to do some sight-seeing, and reportedly was greatly impressed with the colony's prospects.¹² The colonists were quite another matter, for Megee was beaten and abused by convicts during one of his strolls near Sydney.¹³ Thus, when the *Hafswen's* officers discovered a stowaway en route to Canton, they could not have been overly sympathetic. The commander of another vessel reported that they intended landing



him at another British colony. Megee arrived home with a China cargo on April 29, 1795, fourteen months after he had left.

The voyage of the *Hafswen* apparently strengthened Megee's confidence in his business ability and encouraged him to use his imagination in his commercial activities. Thus, within a year of his return, he again embarked for China with a complex plan for another unusual voyage. He sailed in February 1796, as supercargo and part owner of the tartan ship *Grand Turk*.¹⁴ Captain Bernard Megee (no relation) in all, the vessel had seven owners living both in Providence and Boston.¹⁵ The Providence venturers

were the same as those who had financed the *Hafswen* voyage, and the *Grand Turk* was owned by the same group of investors.

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12. For the return Megee was the master of *Alm*, which carried them to the Cape, upon Megee's business operations.

13. Megee's log of the second voyage is in the Beaman & Tree Library.

14. Mege had built the vessel, but seems to have relinquished title before she sailed. At that time the owners were Megee, John Thomas Clark, and Joseph Nigh Bogale. The information on the voyage of the *Hafswen* is taken largely from Thomas Donisthorpe, "Rhode Island and Early Australia," a typed M.S. in The Rhode Island Historical Society, dated November 24, 1948.

15. David Collins, *Judge Advocate General at Sydney*, in explaining a large purchase of spirits from Megee on his first voyage to Australia noted the tenderness expressed by the people (and convicts) toward him, particularly American spirits was unobtainable; they hesitated not to go

to any length to get possession of and receive of the said spirits, and Megee, from an officer, and not, as they said, as a shipping agent, and he returned to them. *Proceedings*, 27

20, 21, 27.

13. *Ibid.*, 7-8.

14. The *Grand Turk* was sold by her builder, Elias Hasket Derby of Salem, by March 1795. Robert E. Coakley, *Journal of the Late 1790's Grand Turk* (Boston: Houghton, Mifflin Co., 1976), 152, 153. It is likely that the name must have been altered when she changed hands since the New York papers at the time do not list a sailing date for her replacement. This was presumably the same ship, however.

15. The large number of owners may be due to a sharing of the risk and/or expense involved.

to be one that upon his return home in 1794.¹⁸ Folger could look back on 22 months of very profitable business, indeed, he had been a series of winners rather than a string of losers, including two rather profitable China voyages and three gambler's schemes, two of which probably involved evading British blockades. The third failed in litigation. Obviously, these were not the actions of a cautious man. The trader's cruises were the only part of his mercantile activities which clearly paid handsomely. In January 1794, Folger stated, Megee would be able to cover his losses and still see a rigery with leader of Providence's new commercial class. But the law of averages was against him.

Megee soon developed a new scheme for trading in waters troubled by war. During the summer of 1798, he outfitted the new ship *Edwards* at Providence. She was the joint property of Megee and John Clark, Clark, Joseph Nightingale's partner and a financial brother of Megee's sailing school. After a maiden voyage to Hamburg, during which she suffered major damages in a bad storm, she shipped west to Buenos Aires with a cargo designed for that market. Her captain was the same William Trotter who had done so nobly for Megee and Clark in the past.

In Buenos Aires the ship was sold to Pedro Duval, a wealthy merchant of that city, and dispatched to "friendly foreign parts."¹⁹ This sale seems to have been an artifice to assure the vessel a favorable reception upon her return to Buenos Aires, whose naval officials were not always keen for accepting bribes and for seizing foreign vessels. Indeed, at Legua, one cargo of Trotter's was seized, apparently. The total amount of approximately \$80,000 to which he was owed or \$29,668.66 was Megee's.²⁰ Trotter was still petitioning the government for redress in 1807, when Megee needed the money badly.

Of course, wheat, rye, and paper dealers for the curing and roasting of wool were not making a

business out of it, and in these, especially after a state lapse of currency and a fall. Thus, the chief objects of the 1790s were in the next few years and not always clear. She appeared at Rio de Janeiro in 1800 under her new name, *Provincia Maraca de Buenos*. In January and February of 1801, she was again in the Rhode-Island. Shortly thereafter she returned to Providence but was there for a very short period. By the following November she appeared in the Chesapeake, where she in February 1802 was once again at Rio de Janeiro. This time, however, she was the property of Clark alone.²¹ Presumably, she had been damaged and was that she had made Megee a profit in a mystery. It seems evident, however, that she had been engaged in dangerous business.

Megee himself ventured into perilous water once again in 1798, when he set sail as supercargo and partner of the ship *Edwards*, with Captain Nathaniel Pease. Again, the number of voyages may be some indication of the dangers as well as of the expense of the voyage, judging from the heavy armament Megee expected to carry. The ship returned to Providence, carried 50 men and 200000 of the most valuable goods. At this time the United States was engaged in the undeclared maritime war with France, and the Revenue was granted a letter of marque. However, if she met any French ships on the trip out, she made short work of them. For the ship departed at Sydney September 10, only four months after leaving Providence. She was in Whampoa, South China, on October 10 and appeared in Hong Kong in the last week of May 1800.²² Captain Megee had returned with war-torn goods, this time a consignment of one of the venturing powers, and once again he had come home with a profit.

No sooner had he set foot on shore than Megee began to plan another risky voyage, but his luck was beginning to ebb. In February 1801 he dispatched the *Edwards* under Captain James Rowan, an experienced

18. The 1801-02 Boston Globe Papers, Newport Historical Society.

19. Megee, *Paper*.

20. This sale of *Trotter* was discovered at Portland, Maine, on January 27, 1799.

21. Charles Brockden Brown, "The Rhode-Island Voyage, 1798-1802," *American Historical Review*, vol. 22, July 1913, 321, 322.

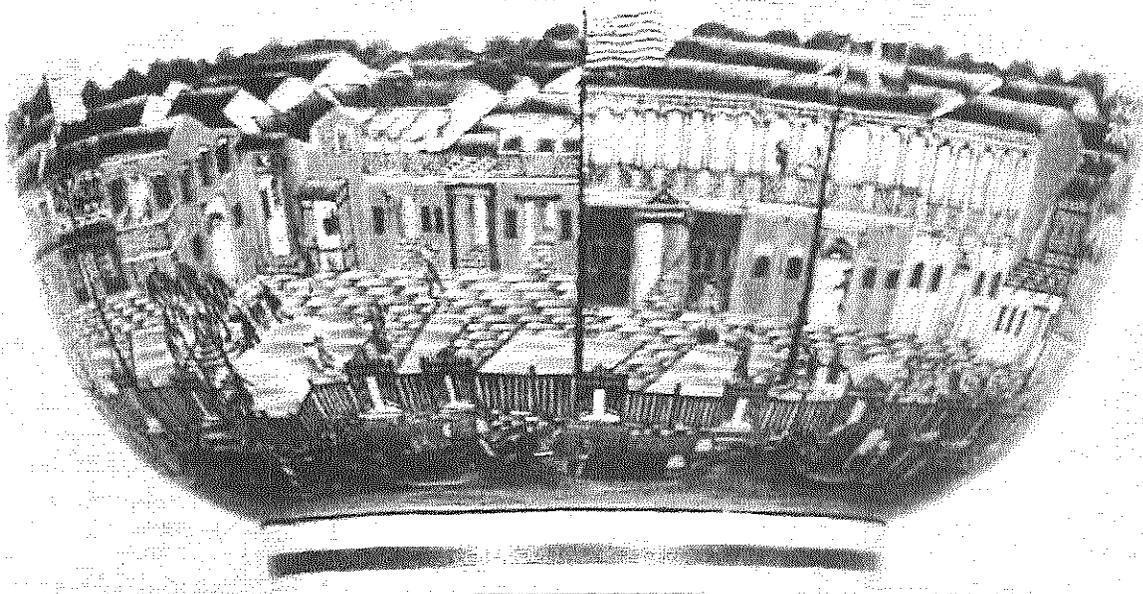
22. See Megee's Account Book and the Documents in Spanish on the subject in the Clamblinger Papers. For a published example of the latter category, a ship's log see T. G. Halsted, *Europe's Voyages to Boston, 1763 and*

Other Logs, Providence, October 15, 1811, no. 100, 170, 171, 172.

23. For information on the *Edwards* see: Log of the ship *Edwards* from Providence toward Hamburg, Oct. 11, 1798; "Log of the ship *Edwards* bound from Madeira to Cork in 1800"; Log of the ship *Edwards* at Providence in the Cape Verde in January and February of 1801; all in the Rhode-Island Historical Society, T. L. Halsted, *The Boston-Madeira-Puerto Rico Voyages*, 1798-1801, 1802. See also: *Journal of the Voyage of the Ship "Edwards" from Providence to London, 1798-1801*, by Charles Brockden Brown, 1801; *Journal of the Voyage of the Ship "Edwards" from Providence to London, 1801-1802*, by Charles Brockden Brown, 1802; *Journal of the Voyage of the Ship "Edwards" from Providence to London, 1802-1803*, by Charles Brockden Brown, 1803.

By 1800 the *Hazard* had acquired a reputation by its declined crew and the loss of its cargo. It was reported that they could not get their freight. The *Hazard* was the first ship that almost all the readers' comments referred to as a "bad subject."

For information on the ship, see the *Hazard* entry in the *Journal of the Historical Society of the City of New York*, published by the Historical Society of the City of New York, in an edition being reprinted by the Historical Society of the City of New York.



trading cruise to the Northwest Coast, the west coast of South America and the Islands of the Pacific by this venture. Magee was joined by two other Providence merchants, his former brother-in-law Benjamin Page and John Curtis.

Over the next several years, the *Hazard* lived up to her name. In the cargo was a large quantity of muskets, an item which was bound to arouse suspicion in Latin America. In February 1802, while the *Hazard* was anchored in the harbor of Valparaiso, Don Antonio Francisco Gracia Carrasco, Acting Governor, heard of the muskets and demanded they be surrendered. Rowan refused, whereupon Don Antonio seized every American who happened to be ashore, a spiteful action which gained him nothing. He ultimately

was in his pain when he managed to sneak a considerable number of men aboard the *Hazard* by a subterfuge. There, they reportedly behaved in a most ruffianly fashion, not only confiscating the weapons but also plundering the ship, killing one of the crew, and mauling the others. Rowan was thrown into prison. Although he later extricated himself somehow, the owners' loss was substantial.²⁴ From Canton, where the ship appeared later in the year, Sullivan Dorr reported to his brothers in Boston that Rowan had lost \$20,000 in the incident.²⁵

The *Hazard* sailed again for the Northwest Coast and California on February 5, 1803, in company with the *Alert*, Capt. John Ebbetts, of Boston. Rowan made two trips between Canton and the Pacific Northwest

24 The source of this story are Magee to James S. F. H. Perkins, May 3, 1798; Magee's Account Book, Magee to John Lippitt, May 25, 1801; Magee Papers, Sullivan Dorr to Joseph de la Harpe, November 21, 1799, in Howard Coaling, ed., *Journal of Sullivan Dorr*, Providence, Historical Society, *Proceedings*, vol. 57, 1841-42, 48; and the *Providence Journal*, August 1, 1803. Incidentally, the fourth edition of Magee's *Journal* came with him, proved enough of a curiosity to warrant that a separate article in the newspaper.

25 Probably the best available description of this affair is in Richard J. Chalmers's *Narrative of Voyages and Discoveries in the Western Ocean*, Cambridge, 1800, 162-174.

26 Dorr to Rowan, John St. Andrew and Dorr, November 17, 1801; Cochrane, 377.

27 Magee, *Journal*, part 1, 1801, with John Curtis in this issue.

28 The *Ship Hazard*, . . . in Providence, Providence, 1803, 162-174; *Journal of the Historical Society of the City of New York*, . . .

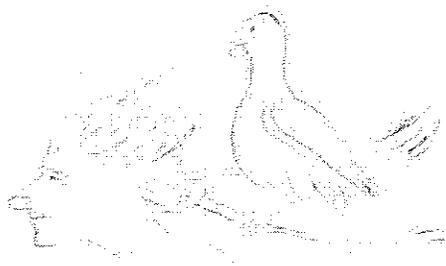
possibly be finally called for home in the spring of 1805. Presumably the operations of the Standard at least continued the losses at Valparaiso, but this venture's discontinuance of the California voyage and the loss of his ship *John and Charles* (1805) in April 1804²⁷ indicated that Megee's luck was no longer as spot-on as it had been in the previous decade. Moreover, by the time the Standard arrived home, Megee was in deep trouble.

Although we do not know how rich Megee became, he enjoyed great success over a substantial period of time when many other Americans won fortunes in precisely the trades in which he engaged. Megee was at least part-owner in six vessels in 1801.²⁸ For some time he had been acquiring land in North Providence, where he established his country man appropriately named "Canton Farm." He also purchased real estate in Providence itself, where he kept his town house, a home for his mother and other buildings. He also seems to have financed the building of part of the American Factory at Canton. Earlier he had bought a one-third interest in this complex of several houses from Samuel Snow, United States Consul for Canton.²⁹

Megge certainly behaved like a rich man. Like other successful merchants of his day, he confirmed his social position by leadership in the local militia organization. He was a captain in the Providence Independent Light Dragoons in May 1800 and from May 1804 to 1806 he was captain in this organization.³⁰ Hence his title "Armed and Indignant" if his wealth may be his indulgence in luxuries. One of the more exotic was an albino which he shipped home from China in January 1800. The invoice included:

- 1 cage & 50 birds
 - 1 pr Silver & Gold Feasants & Cage
 - 3 pr Mandarin Ducks & Cages
 - 1 pr Owls & 1 pr Warm Mandarin Ducks
 - 1 pr Lark Ducks
 - 1 pr Partridges & 1 pr Wild Pigeons
 - 18 Canton Feasants
- as well as "Half of 3 Ewck & Co's Ram on Company

White Partridges on the same and 1 pair of the same of Anders & Sons of Canton in 1800. General information on the China trade in the 1800's appears in the following sources: *The Ship & Lines of the United States and the American Trade to China* (New York: Dover, 1970).



with Mr. John Corbiss . . . and one Large China Saw (see Wang in origin 11).³¹

Apparently, when Megee bought his share of the Canton factory from Samuel Snow, the two merchants agreed to spell each other at Canton in managing the house.³² As he had promised, Megee again sailed for Canton May 18, 1802, on the *Beacon*, hoping to meet the long absent Hazard in China later in the year. He sailed as captain, supercargo and cargo clerk. Assisting him was young Edward C. Harrington, who was later to become the principal merchant of Rhode Island. Megee planned to remain in China for two years, or at least so he informed J. S. T. H. Perkins of Boston.³³ Megee committed a great Carrington to manage all his business in Canton and to manage his share of the American Factory.³⁴ Megee's experience, advice and patronage were unquestionably very valuable assets to the young man and must have been a considerable factor in his early success.

Perhaps justifiably, Megee was gaining a name in some circles for sharp trading. Indeed, much of his fortune had been won as a result of engaging and a very close calculation of opportunities opened by the war's disruption of normal trade patterns. In this

²⁷ *Standard* (1811) under the ships *Hazard* (# 1470), *Saluzra* (# 2678), *Standard* (# 1821), *Standard* (# 2680), and *Resolute* (# 2201).

²⁸ Snow, Providence, to Dorr, Canton, May 10, 1802, quoted in Vincent P. Carosso and Lawrence H. Leder, "The Samuel Snow—Sullivan Dear Correspondence," *Rhode Island History*, vol. 15, no. 3 (July 1956), 82. For further material on Snow see my article, "A Study in Failure: The Samuel Snow," *Rhode Island History*, vol. 25, no. 1 (January 1964), 8.

²⁹ Joseph H. Youth, 1801, *Journal*, Dept. of Rhode Island (Providence), March, Vol. I, 48-49, 57, 88, 103, 113 and 126.

³⁰ Megee's Account Book, 1797-1800.

³¹ Megee to Snow, December 18, 1800, Megee Papers.

³² February 3, 1802, Megee Papers.

³³ Although no yet fully established, Harrington was a reliable and gifted businessman who already enjoyed the confidence of several other leading Providence merchants including Snow, Samuel Butler, Seth

alternatives to his hope for a successful voyage.

Thus, the enterprise was conducted on borrowed money, for which Megee had pledged his home and much of his other property. Moreover, he had done so without consulting his creditors. Possibly they might have accepted the decision, but a legal opinion might have been the measure of their voyage depended upon two major variables. Nothing was known about either the Republic or about America. Reports from the descriptions were very general. The British under Sir Hugh Duffin and Megee was not permitted to land his cargo and sell some of the Negroes at Montevideo during the summer of 1806, but he suffered the loss of a large part of his cargo in consequence of unfavorable winds during the winter of the same year.¹¹ The reputation of Montevideo as a city March 1807, a government policy other difficulties including long-way delays and the seizure of the ship's cargo. He finally set sail for the island with a small cargo consisting of 25 slaves, 25, each Carolina, some sold in Montevideo in Providence shortly thereafter.

The voyage was disastrous, and the creditors expecting a valuable cargo of sea were outraged. A presumably dishonest set of evidence merchants Benjamin Franklin, commenced.

What Megee's creditors would have a few days since on a small ship from the South, and a small crew on a small ship from the South. A more elaborate cargo and a more elaborate crew. Megee's ship returned to the harbor.

Megee announced that he planned to return to America to recover his fortunes, but his situation was hopeless. His creditors were undoubtedly less inclined to be merciful than they might have been, since 1807 was a difficult year, and they believed Megee had abused their confidence. Seeing that bankruptcy was inevitable shortly after his return, Megee decided to his mother a life interest in land and buildings on the south side of High Street in Providence,¹² apparently to secure her a home and to protect her from his collapse.¹³

With such bleak prospects for the future, why did Megee wait another seven months before filing his

petition for bankruptcy? Since no direct evidence suggests the answer to this question, one can only offer an hypothesis. The war in Europe was being waged with ever-increasing intensity. The British victory at Trafalgar had taken place late in October 1805, and the French now had no navy. On the other hand, a series of French triumphs on land (Austerlitz, December 1805, Jena and Auerstedt, October 1806, and Friedland, June 1806) had removed all Britain's continental allies from the contest. Each of the two great antagonists was supreme on his continent but impotent on her oceans. Hence, Britain and France resorted to a program of maritime restrictions in an attempt to destroy each other's economy. Unfortunately, the great neutral traders were probably hurt more than either belligerent, and the most important neutral with a nominal allegiance was the United States. Since Britain was mistress of the sea and had so recently won the national enemy, America was more sensitive to her degradations than to those of Napoleon.

In June of 1807, the British ship *Argentine* fired upon the American naval vessel, the *Revenge*, and took off several alleged deserters from the *Malbray's* Navy. The American public was furious over this wanton outrage, and by the end of December, President Jefferson had persuaded Congress to pass the Embargo Act, which banned all foreign ships from American ports and kept American craft at home. All foreign trade ceased.

Thereafter, what could Megee hope for? His creditors were keeping close watch over his property so that any ship he owned would be attached immediately upon its arrival to an American port. Moreover, the Embargo would keep it inactive thereafter. Earlier there might have been a chance that some property could be slipped into the country, but even this remote possibility was now gone. In the meantime the interest on his borrowed capital was killing him. He did not even have a gambler's chance.

Despite his misfortunes, Megee seems to have maintained a family air, which must have been

had survived. His creditors must have been uneasy in that regard if wonder they were so quiet. Perhaps they were persuaded by the arrival of the *Argentine* in the spring of 1807 that the recovery would.

¹¹ Bankruptcy petition, submitted to the General Assembly, Feb. 25, 1808. Rhode Island State Archives.

¹² Huggan to Davidson, May 11, 1807. Custom House Papers, Providence, Rhode Island, 1807.

¹³ In 1807 the 1807 was a year of high tension between Britain and America. The war was still on, and the British had just won the Battle of Trafalgar. The British had just won the Battle of Trafalgar. The British had just won the Battle of Trafalgar. The British had just won the Battle of Trafalgar.

murdering a Federalist, Benjamin Hoppin wrote Carrington on July 5, 1796:

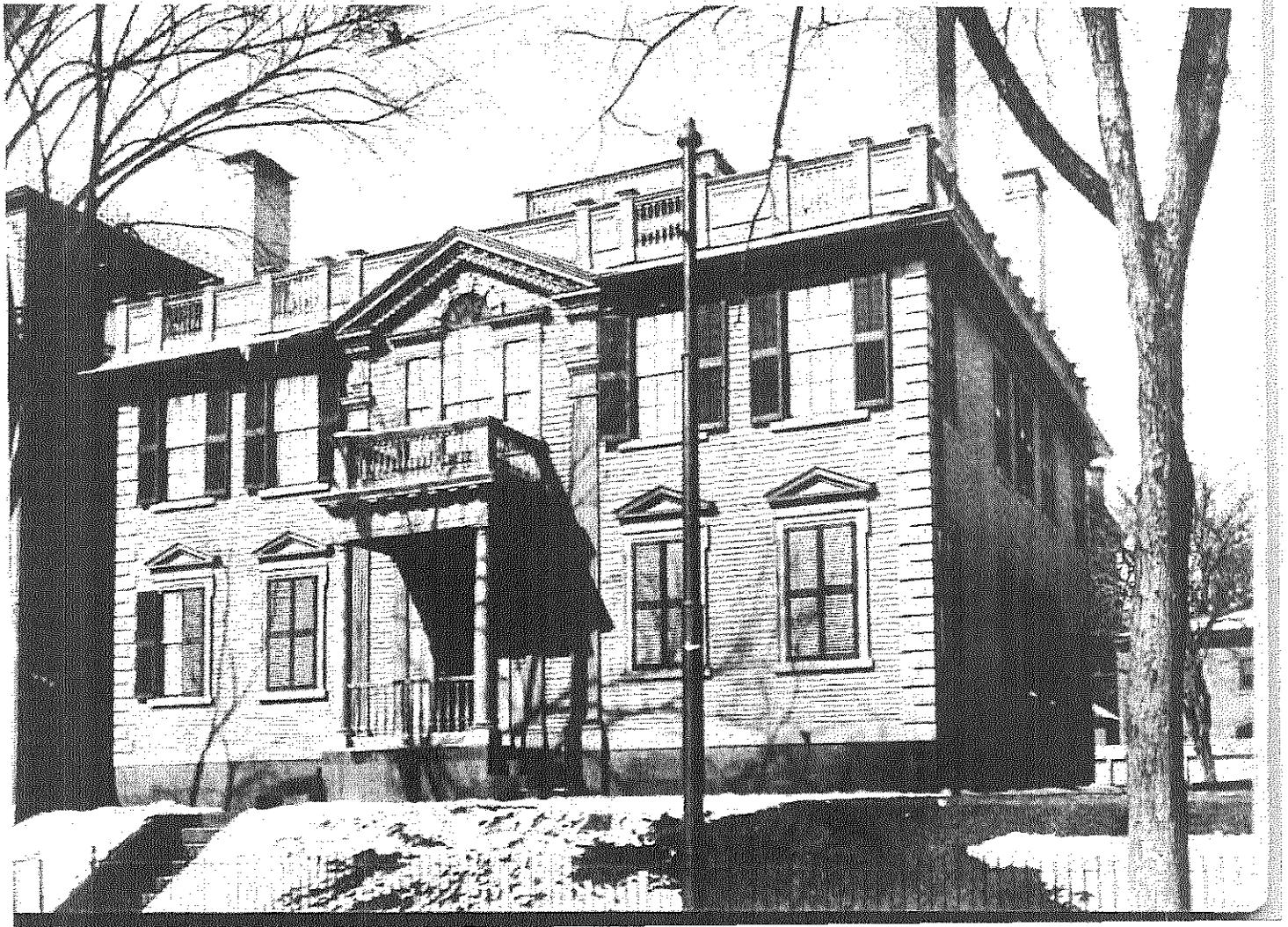
Megoe has obtained the benefit of the insolvency act of this state by paying all his debts except 2500 Dollars. An original file contains a copy of the writ in this behalf. For details see manuscript in the Library of Congress dated August 15, 1796.⁴⁴

After his bankruptcy, Megoe became involved in a bitter quarrel with his wife's family, particularly his brother-in-law and creditor, Samuel Nightingale Jr. Megoe's whereabouts for the next 18 months are something of a mystery, but it is certain that when he left Providence, he left home. He does not seem to have abandoned his family altogether, however. He sent his wife gifts and funds through both Edward Carrington and William F. Megoe Jr., who soon became a China captain in his own right.⁴⁵

Early in 1810, Megoe arrived in Canton for the last time. His friend Carrington, having made a handsome

return, was preparing to leave on Chinese duty. He had taken Hoppin's advice and seized Megoe's factories⁴⁶ but he may have aided Megoe by doing so. Moreover, he seems to have helped his former partner to begin business in Canton as an agent.⁴⁷ Megoe managed to supplement the income from his hotel by acting occasionally as an auctioneer and a building contractor. His biggest customers in all these endeavors appear to have been the British, even during the War of 1812. He catered particularly to captains and other shipbuilders by flying the flag between Canton and India.

During the remaining years of his life, Megoe was an institution at Canton. His was the first inn established in the foreign community there, and his table and whist parties were renowned all over the Orient. He maintained several "ladie-shipper boats" and a crew of Malays to row his bargains and friends at Whampoa and back to ports of call. He also served





Christiana Carteaux Bannister
Bust in the Rhode Island State House



Edward Mitchell Bannister
Co-Founder, Providence Art Club



Edward Mitchell Bannister: Artist

First African American to win a national art prize: the bronze medal for his painting "Under the Oaks" at the 1876 Philadelphia Centennial

Co-Founder of the Providence Art Club, 1880, the nation 2nd such organization

Resided at 93 Benevolent Street, Providence, between 1884 and 1899. The house has recently been restored and plaqued by Brown University

His paintings are held in 17 major museums, including the Metropolitan Museum of Art, Detroit Institute of Arts, RISD Museum, and collected by Oprah Winfrey and other high-profile collectors

Christiana Carteaux Bannister: Entrepreneur

Famous Abolitionist

Funded the all-Black 54th Regiment during the Civil War

Founded Bannister House, the first nursing home for elderly women of color in the Northeast

Inventor of Hair products for white women

The Providence Journal

October 11, 2017 - This summer it seemed like you couldn't turn on a television or open a newspaper without reading about the debate over Confederate monuments and the larger issue of historical memory. Too often, the arguments focused on the false narrative that taking down a monument or renaming a building is about erasing history. It isn't. We can no more erase the history of slavery than we can erase the history of winning World War Two.

Our past — our collective pride and shame alike — will always be with us. Renaming public spaces is not about erasing history but about deciding who we honor as a society. We must decide what a sin against humanity should do to a person's reputation, and whether our time is not better spent celebrating those who have been unfairly overlooked by history.

Providence now has the opportunity to recognize two people long overdue for celebration. City Councilor Sam Zurier has introduced a resolution to rename Magee Street — currently named for William Fairchild Magee, who was a slave trader and opium merchant — in honor of two of Providence's most famous African-American residents, Christiana and Edward Bannister. This is an idea whose time has come. There are few people less deserving of honor than Magee and few people more deserving of recognition than the Bannisters.

Christiana Bannister, a businesswoman and philanthropist at a time when few women, and even fewer African-American women, could be either, owned salons in Boston and Providence. For elites in both cities, frequenting her establishments was all but required. She raised money for Civil War veterans and widows, and established the Bannister Nursing Home for elderly, indigent African-American women. It was Christiana's financial success that enabled her husband Edward to pursue his career as an artist.

Edward Bannister remains one of America's best landscape painters. There was no artistic training available for African Americans in the 1800s, but Edward taught himself to be an exceptional painter. As a young artist in Boston, he was a sought-after portrait painter. In Providence, he did his most famous work at his studio at the bottom of College Hill, painting such local landscapes as Narragansett Bay.

At the 1876 Philadelphia Centennial Exhibition, which drew 10 million visitors (a huge number, considering the country had fewer than 37 million citizens at this time), Bannister's painting "Under the Oaks" won a first-prize medal. When the judges learned his race, they tried to rescind the award until the other artists threatened to withdraw their works unless Bannister received what was rightfully his.

Christiana and Edward are the kind of trailblazers who deserve celebration. By honoring their accomplishments, Providence can make a clear statement about who deserves praise from our city.

The debate about the sins of slavery is too often only focused on states below the Mason-Dixon Line. While it is convenient for the rest of the nation to believe slavery and racism were a uniquely Southern problem, it's simply untrue. Here in Rhode Island, our ports and our civic leaders were an integral part of slavery in America.

Almost 60 percent of all American slave ships left from Rhode Island ports, carrying rum and other trade goods to Africa to be exchanged for slaves, who were then sold in the Caribbean and South America. That brutality is as much a part of Rhode Island history as the burning of the Gaspee.

We can never change our ancestors' actions, but we can choose how we recognize them. One of the ways to atone for the failings of our past is to celebrate the people who, despite the obstacles put in their way, achieved incredible success. Christiana and Edward Bannister embody that ideal. They are exactly the kind of people who deserve to be recognized and celebrated, and renaming Magee Street in their honor should be a small part of that celebration.

Ray Rickman, of Providence, is executive director of Stages of Freedom and a local historian.



From the President

To all faculty, students and alumni:

In this season of thankfulness, I'm thankful that the Faculty Club is a very diverse place.

I have long valued the diversity of the members and staff at the Faculty Club. In fact, I belong to the club because I believe our club is indeed a place where individuals of all colors and walks of life are welcome and celebrated. This is in contrast with most membership clubs that are refuges for the elite in our society. During this period of thankfulness, I'm grateful that I belong to a club that continues to demonstrate what the University's emphasis on diversity could look like.

I was recently surprised and pleased to learn that Providence City Councilor, Samuel Zurier, introduced a resolution to rename Magee Street, named for a slave trader, to Bannister Street in honor of Christiana and Edward Bannister. The Bannisters were African-American luminaries prominent in Providence Society in the 19th Century.

Edward was an artist whose pastoral landscapes were of much acclaim resulting in his being named "Best Artist in America" at the 1876 Philadelphia Centennial Exhibition. His works have been featured in museum exhibitions in both Providence and New York City. Christiana, Edward's wife, was a prominent businesswoman and philanthropist who raised funds for the care of civil war veterans. She also founded Bannister Nursing Home to serve indigent elderly African-American women.

The Faculty Club is the only building that fronts Magee Street, so this change would be important to us. It will allow our commitment to diversity to be reflected in our address. I hope you will join me in supporting this change.

I am thankful that I belong to this Club. I'm pleased that our members will have the opportunity to connect and share in great food and spirits and several events that lighten the season. As in past years, I will bring family and friends to *Breakfast with Santa* on December 9th. It is a wonderful and joyous gathering during the holiday season that brings us all together. I hope to see you there.

Jael Mart

Welcome New Members

Francis and Heni Anesi, Dr. Steven and Maxine Awner, Sallee Boyce Benjamin and Thomas Benjamin, Dr. Joseph and Barbara Dooley, Elizabeth and Jim Eickmann, Christopher and Sheila Faber, Andrew and Chris Foster, Brand and Ann Fowler, Susan and Kent Friday, Elise and Tully Friedman, Aaron and Stephanie Furlong, Ashley Gordon Jacobs and Bruce Jacobs, David Glaser, Thomas J. and Sally Healy Jr., Laura and Greg Horn, Courtney Jane, Jeanne and Michael Johngren, Brad and Gayle Johnson, Ward Kallstrom and Rosemary Morgan, Grace Lo and Y. Paul Lee, Laura Lopez-Sanders and William Sanders, Sudesh and Zoe Maniar, Dr. Michael J. and Sharon Monsour, Melissa Murphy and Sam Wilkins, Gabrielle Nohmberg and Fabio Savoldelli, Sanford Pensler, Richard M. Reice, Melanie and Barnaby Rockwell, Tiffany and Nick Talbott, William and Kelley Tomlinson, Christine M. Warner, Peter Wertheimer and Janet Fosdick, Leslie Yunhsuan Lai



GO PAPERLESS!

Good for the environment and your Club.

Email: Faculty_Club@brown.edu with your email address today!

HOURS:



LUNCHEON

Monday-Friday 11:30 a.m.-2:00 p.m.

DINNER

Wednesday-Friday 5:00-8:00 p.m.

Saturdays-November 11th and

December 2nd 5:00-8:00 p.m.

Reservations: Call (401) 863-3023

Special Event or Private Room Reservations:

(401) 863-3403 Cheryl Carberry

Fax Number: (401) 863-9110

Visit www.facultyclub.brown.edu

Browse www.acuclubs.org for the most up-to-date listing of all reciprocal clubs in the United States and around the world.



Visit our website for the most up-to-date event listings and details!

Chef Demonstration

Thursday, November 2,
5:00 p.m.



Chef Dave Chabot will demonstrate the art of pie creation. Master the lattice pie crust technique and enjoy samplings of Apple, Pumpkin & Chocolate Cream Pies.

\$8.00 Per Person

Fall Wine Dinner

Friday, November 3,
6:00 p.m. (one seating)



Eight courses perfectly paired; a truly unforgettable tasting experience. Reserve your seat today; limited availability.

\$75.00 Per Person

Thanksgiving Cornucopia



Wednesday, November 15,
11:30 a.m. – 2:00 p.m.

Butternut Squash Bisque with Rhode Island Apples | Gherkins, House Made Pickles, Crackers, Bread Sticks, Bell Pepper Tapenade, Sundried Tomato and Goat Cheese Dip | Mixed Baby Greens, Shaved Fennel, Julienne Beets, Dried Cranberries, Sliced Pears, Citrus Herb Vinaigrette, Blue Cheese Crumbles and Walnuts | Mashed Russet Potatoes | Roasted Acorn Squash with a hint of Cinnamon and Brown Sugar | Balsamic Roasted Brussels Sprouts | Cider Brined Turkey Breast and Herbed Stuffing | Sage Scented Turkey Gravy | House Made Whole Berry Cranberry Sauce | Pan Roasted Salmon, Caramelized Onions, Whole Grain Mustard, Parsley | Traditional Thanksgiving Desserts | Whole & Sliced Fruits.

\$16.95 Per Person

Breakfast with Santa

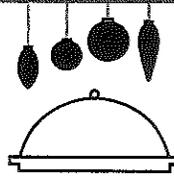
Saturday, December 9,
9:00-11:00 a.m.



Don't miss this annual tradition!

Holiday Prix Fixe Dinner

Thursday, December 7,
5:00 - 8:00 p.m.



Starter: Cranberry & Orange Zest White Wine Spritzer

Soup: Carrot Ginger Soup with Cilantro Cream

Salad: Crisp Romaine, Honey Crisp Apple, Dried Cranberries, Toasted Almonds, Pomegranate Seeds, Pomegranate Vinaigrette

Choice of Entrée: Roasted Long Island Duck Breast, Dried Cherry Demi-glace, Wild Rice and Farro Pilaf, Braised Baby Leeks | Roasted Filet Mignon with a Port Wine Bordelaise, Cipollini Onions, Cast Iron Au Gratin Garlic, Cauliflower & Potato | Winter Vegetable Napoleon, Cauliflower Pancake, Roasted Squashes and Root Vegetables, Red Beet Puree, Goat Cheese | Fettuccini with Roasted Rhode Island Clams, White Clam Sauce, Parsley, Garlic Baguette

Choice of Dessert: Chocolate Ganache Covered Flourless Chocolate Holiday Trees with Raspberry Sauce or Berry Sorbet with Fresh Berries

\$36.00 Per Person

'Tis The Season Luncheon Buffet

Thursday, December 14,
11:30 a.m. – 2:00 p.m.



Select Cheeses, Fruits and Nuts | Cranberry Chicken Stew | House Made Pumpkin Spice Bread | Smoked Seafood Crostini's with Salmon, Mackerel, Mussels, Pickled Red Onions, Sliced Radish, Grain Mustard, Lemon Aioli and Grilled Baguette | Baby Spinach Salad with Red, Yellow & Green Bell Peppers, Red & Yellow Cherry Tomatoes, English Cucumber and a Tomato-Lemon-Ginger Vinaigrette | Chef Carved Garlic and Rosemary Bistro Steak with a Forest Mushroom Gravy | Roasted Corn Pudding with Crispy Bacon Bits on the side | Grilled Swordfish with Sweet and Sour Mango Pineapple Sauce | Mashed Yukon Gold Potatoes | Roasted Green Beans with Almonds and Buttered Bread Crumbs | Cheese Tortellini Puttanesca | Assorted Holiday Cookies and Traditional Holiday Desserts

\$16.95 Per Person

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An Wang Professor of Computer Science

Professor Terry Tullis
Geological Sciences

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Executive Chef/Kitchen Manager

Cheryl Carberry
Function Manager

Alex Reyes
Dining and Functions Supervisor

Kristen DePetro
Office Coordinator

Carol Knowles
Lead Hostess

Beverage service, taxes and our services are additional for all events.

PLEASE NOTE: reservations for all events are recommended.

Call (401) 863-3023. Starbucks Coffee and Tazo Tea service is included with meals.

Chef's Corner ~ See our website for more details!

November

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1 Emeriti Faculty Social Hour 3:30 - 4:30 p.m.	2 Chef Demonstration 5:00 p.m.	3 Fall Wine Dinner 6:00 p.m.	4
5	6	7	8	9	10	11 A la Carte Dinner 5:00-8:00 p.m.
12	13	14	15 Thanksgiving Cornucopia 11:30 a.m. - 2:00 p.m.	16	17	18
19	20	21	22 Club closes after lunch service	23	24	25
				← Thanksgiving Recess →		
26	27	28	29	30		
→						



*Season's Greetings with Holiday Treats ~ Order Your Holiday Cookies Today!
(Available December 4th - 20th)*

December

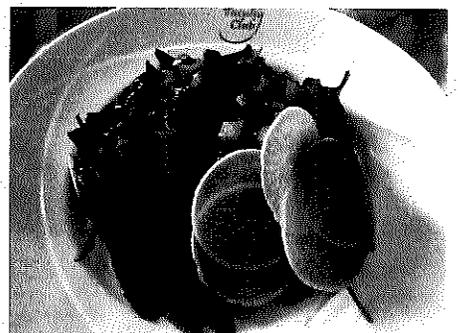
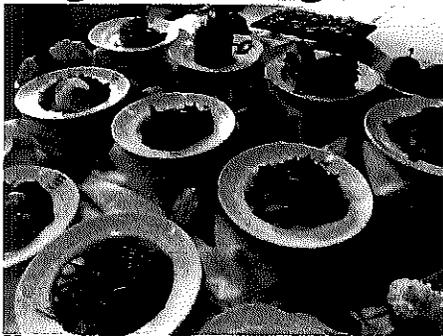
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2 A la Carte Dinner 5:00-8:00 p.m.
3	4	5	6 Emeriti Faculty Social Hour 3:30 - 4:30 p.m.	7 Holiday Prix Fixe Dinner 5:00 - 6:00 p.m.	8	9 Breakfast with Santa 9:00 - 11:00 a.m.
10	11	12	13	14 'Tis the Season Luncheon Buffet 11:30 a.m. - 2:00 p.m.	15	16
17	18	19	20 No A la Carte Dinner Service	21 Club closes after lunch service	22	23
					← Friday, 12/22 - Sunday, 1/14/18 →	
24/31	25	26	27	28	29	30
← The Club is closed for winter recess beginning December 22nd. We reopen on Tuesday, January 16, 2018. →						

*Brown
Faculty
Club*

The Brown Faculty Club
Brown University Box 1870
1 Magee Street
Providence, RI 02912-1870

Non-Profit Org.
US Postage
PAID
Providence, RI
Permit No. 202

*New
Menu
Offerings*



Jorge O. Elorza
Mayor

Steven M. Paré
Commissioner



Colonel Hugh T. Clements
Chief of Police

Department of Public Safety, Police Department
"Building Pride in Providence"

October 2, 2017

Lori L. Hagen
City Clerk
Providence City Hall
25 Dorrance Street
Providence, RI 02903

Dear Ms. Hagen:

This letter is to confirm that I am in support of the resolution renaming Magee Street to Bannister Street. If you have any questions or need additional information, please call me at (401) 243-6401.

Sincerely,

A handwritten signature in black ink that reads "Hugh T. Clements Jr." with a stylized flourish at the end.

HUGH T. CLEMENTS, JR.
Colonel
Chief of Police

STEVEN M. PARÉ
Commissioner of Public Safety
Acting Chief of Department



JORGE O. ELORZA
Mayor

Department of Public Safety, Fire Department
"Building Pride in Providence"

October 13, 2017

The Honorable Sabina Matos
Acting Council President/Chairwoman
Committee on Urban Redevelopment, Renewal & Planning
Providence City Hall
25 Dorrance Street
Providence, RI 02903

RE: Resolution Renaming Magee Street to Bannister Street

Dear President Matos:

I am in receipt of your memorandum regarding the above-referenced resolution. Please be advised that renaming Magee Street to Bannister Street would not have an impact on public safety and I do not have any public safety concerns at this time.

If you have any questions or require any further information, please feel free to contact me.

Very truly yours,

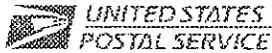
A handwritten signature in black ink, appearing to read "Steven M. Paré".

Steven M. Paré
Commissioner of Public Safety
Acting Chief of Department

cc: Lori Hagen, City Clerk

Public Safety Complex | 325 Washington Street | Providence, RI 02903
401-243-6060 phone | 401-243-6487 fax

Connecticut Valley District
Providence Post Office



October 13, 2017

Lori L. Hagen
City Clerk
City of Providence
25 Dorrance St – Rm 311
Providence RI 02903

Dear Ms. Hagen:

I received your letter dated September 28, 2017, concerning a street name change.

The Postal Service has no issue with the name of this street being changed to Bannister Street. Please let me know when that will become effective so we may input this street name in our data base.

If there is anything else we can do in support of your efforts, please contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Ronald A. Pauline".

Ronald A. Pauline
Postmaster

Attachment

24 Corliss Street
Providence RI 02904-9998
(401) 276-6950
FAX (401) 276-6967