JEWETT FAMILY
OF
AMERICA

Admiral David Jewett (1715) p. 48

2000 QUARTERLY
NO. 3

2000
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2000 No. 3

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Please send all birth, marriage and death information to Lee Jewett Petry, not to Ted Loranz.

Notice to Canadian Members

Please pay your dues in US dollars. Between the conversion fee and the rate of exchange, the loss to the Jewett Family of America is significant.

Book Donations

The Jewett Family of America donated Volumes I and II of the *History and Genealogy of the Jewetts of America* to the National Genealogcal Society in Arlington VA. Volumes I through IV were donated to the Oberlin Historical and Improvement Organization in Oberlin OH which owns, maintains and manages the Jewett House.

Dorothy Overbaugh Vander Meulen (17901) donated a copy of her book *A String of Pearls: The Story of Dorothy Pearl Overbaugh and her Family, 1900-1929* to the Jewett Family of America.

Pearl-Jewett Family Reunion

The 62nd Pearl-Jewett Reunion will be held at the home of Henry and Eleanor Moon at 33 Parsonage Road, Hampton CT on Sunday, August 6, 2000. A potluck luncheon will start at 1 PM. For further information contact Dorothy Vander Meulen 802-258-9191.

Special Sale

Volumes III and IV of the *History and Genealogy of the Jewetts of America* will be on sale for $85 per set up to the time of the reunion. There are also some extra copies of Volume IV for $25. Please contact Alfred B. "Ted" Loranz at 114 West Street, Medway MA 02053.

Jewett Family of America, Inc. National Reunion Rowley, MA August 17-19 2000

Be There!

President's Letter

Greetings,

The members of the Reunion Committee voted May 9th to dedicate the 2000 Jewett Family of America National Reunion to Amos Everett Jewett, for his outstanding work and dedication, and to his son Everett D. Jewett and to Everett's wife Edna for their work as well. It was with great sadness that we announce the death 9 May of Willard Jewett, former treasurer and secretary, and that of former president Bill Jewett from Needham MA 26 May.

The Reunion Committee meeting was held at the Congregational Church of Rowley and was well attended: Russell Jewett and Ted Loranz from MA, Roger Jewett from MD, Dorothy and Jim Stitt from PA, Carrie Cole from GA, Dorothy and Ranny Brigham from ME; also Ted Desjardins from the Rowley Historical Society along with Bill and Shirley Todd and Louise and Bill Mahaffey.

We have accomplished quite a bit. At 10:00 on 18 Aug we will hold our Friday morning session at the Rowley Common in the tent. The Jewett Family of America will welcome the Rowley Historical Society, Tenney Family of Rowley, DAR members, Rowley Veterans Association, friends and guests. It is best to get there as early Friday morning as possible for good seating. The DAR Honorary President General Ann Fleck will be our speaker, and her topic will be "The Tale of the Yankee Drummer." She will be followed by Gregg Laing who will have a few words on the Jewetts; Gregg is in charge of the Collections Section at the Haverhill Library and is known for his knowledge of genealogy.

There will be activity at the Congregational Church on Saturday morning, and Gregg Laing will be back to answer any questions and to give out further information on Jewetts while the Board Meeting of the Jewett Family of America, Inc. is being held. Saturday afternoon there will be a raffle of the 18-count cross stitched Jewett Coat of Arms. In addition, Dr. William Boylan of the South Byfield Church will give a talk on Joshua Jewett and my father, Everett D. Jewett.

There have been questions about whether costumes have to be worn to the Saturday evening Costume Ball. Costumes are not required, but it would be fun to do so.

Lunches will be available at the church and are included as part of the registration fee. They will be made by the ladies at the Congregational Church and will consist of sandwiches, chips, cookies or cupcakes, pop, iced tea and coffee. We will have door prizes and awards to hand out; so please attend.

Gifts will be available for purchase: *History and Genealogy of the Jewetts of America* volumes, caps, tote bags, jewelry, and a few things for the youngsters. There will be a new item, a Christmas ornament with the Jewett Coat of Arms which is lovely and something everyone should have. There will also be counted cross-stitch kits of the Jewett Coat of Arms. You can admire the completed product prior to the raffle. The picture in the Quarterly of the one to be raffled does not do it justice. It is a handsome piece.

Ted Loranz and I thought it would be fun to auction a few things off using eBay on the Internet. I did, and Rodney Jewett of East Lansing MI was the winner of Volumes III and IV of the *History and Genealogy of the Jewetts of America*, and Terry Himmelheber was the winner of the tie tack and charm, each of which featured the Jewett Coat of Arms. Maybe we will try this again later on.

Everything seems to be in good order and will be quite exciting; so be sure to attend. I am counting on you all to help make this 2000 National Reunion a grand success.

Toujours le même, Dorothy Jewett Brigham

Jewett Family of America, Inc. National Reunion

Rowley, MA August 17-19 2000

Genealogical Information

Deaths

Calvin Schelling Jewett died 21 Nov 1996 at his home for 54 years in San Francisco CA at the age of 85. he had fought a brave battle following a stroke in 1989 that left him paralyzed on his left side only to develop melanoma which metastasized.

He was born 16 May 1911 in Portland OR, son of Joseph and Hazel (Cooper) Jewett. (He is incorrectly listed in the 1912-13 Yearbook as Joseph Calvin Jewett.) He graduated from the University of California, Berkeley in 1935 with a degree in electrical engineering and worked first for Merchant's Ice and Cold Storage and then the U.S. Government in Ship Repair and Conversion at Hunter's Point Naval Shipyard in San Francisco.

He married Caroline E. Hendricks 27 Jul 1939. Besides his wife of 57 years, he is survived by his daughters Karen (Jewett) Hutton of San Bruno CA and Margo (Jewett) Barranti of Leaburg OR, five grandchildren and ten great grandchildren.

Martin A. "Shorty" Jewett died 15 Nov 1998 in Brattleboro VT. He was born 17 Nov 1926 in Montgomery, son of Martin Oscar and Irene L. (Ariel) Jewett. He attended schools in Montgomery and Brattleboro High School. He had made his home in Brattleboro since 1939. He was a veteran of World War II, serving with the U.S. Navy in the Pacific Theater stationed in Okayama.

In 1961 he founded and operated Jewett Plumbing & Heating in Brattleboro until his semiretirement in 1991. He was a member of the PHCC and was named Contractor of the Year in 1986 and was past president of the Vermont Plumbing and Heating Association.

Mr. Jewett was a member of Brattleboro Lodge 102 F&AM, Scottish and York Rite Bodies, Cairo Shrine Temple in Rutland, serving as potentate in 1979. He was a member of the Royal Order of Jesters and the past potentate Cabiri. He was a member of the Brattleboro Shrine Club and a founder of the Shrine Skimobile Unit in Brattleboro. He was especially devoted to the Shrine and served on the board of directors at the Shrine Hospital in Springfield MA. Mr. Jewett was a 42-year member of the Brattleboro Lodge of Elks 1499 and was named Elk of the Year in 1973. He was also a member of American Legion Post 5 for 53 years and VFW Post 1034.

An active participant in community activities, he was a member of the Brattleboro Police Department, serving as a special officer, and was instrumental in founding the Junior Police Program in Brattleboro. He was also a call member of the Brattleboro Fire Department, a member of the board of directors at the Holton Memorial Home, and served as a Town Meeting representative for many years.

He was an active outdoorsman, enjoying hunting and fishing, and especially cherished time spent with his grandchildren.

On 16 Jul 1950 he married Juliette King, who survives. Besides his wife of 48 years, he leaves a son, Joseph M. Jewett, and a daughter, Lynda Jewett-Bell, both of Brattleboro; two brothers, Carl Jewett of Burlington, and Samuel Jewett of Morrisville; three sisters, Olive Lewis of Deerfield MA, Lida Caples of Richford, and Carolyn Grubb of Waterloo, Quebec; four grandchildren; and several nieces and nephews. A sister, Orlina Bogue, predeceased him. (We need information on Martin A. Jewett's ancestors and also his descendants. Will someone in Vermont please try to get the addresses of his descendants and siblings in Vermont so we can contact them for information about this Jewett line? Send to Lee Jewett Petry, 209 Marchmont Road, Knoxville TN 37923 or jfapetry@nxs.net)

Frederick C. Jewett died 26 Nov 1999 in Toronto, Ontario, Canada.

Genevieve (Miller) Jewett, widow of Waldo Best Jewett (14651), died 16 Mar 2000 in Palm Harbor, Pinelias, FL.

Willard Jewett (21863) died 9 May 2000 in Auburn ME. Willard was born 8 Sep 1917 in Gardner MA, second son of Dr. William G. Jewett and Ruth May (Wiley) Jewett. He married Gertrude F. Robertson of Melrose MA on 2 Sep 1943 in Melrose.

Willard attended the public schools of Gardner, graduated from Gardner High School in 1936, attended Springfield College in Springfield MA, and graduated from Bryant and Stratton Commercial School of Boston in 1939. He enlisted in the U.S. Army in November, 1942 and served three years and four months at Camp Croft SC as Section Chief, Courts Martial Section, Headquarters I.R.T.C., with rank of Staff Sergeant.

Willard was employed in banking all his adult life, retiring from Ipswich Savings Bank, Ipswich MA, in 1979. He was a Corporator, Asst. Treasurer and Branch Manager of the bank's Rowley Office. He was a member of the First Congregational Church of Rowley, a former Deacon and Sunday School teacher, active in several charitable causes, and served as Trustee and Treasurer of the David E. Smith Trust Fund for several years. He was Secretary and Treasurer of the Jewett Family of America, Inc. for many years, and a Director for Life. Willard served as the Honorary Chairman of Rowley's 350th Anniversary Committee in 1989 and authored *Rowley Revisited: An updated history from the mid 1800's to the present* which was prepared for the 350th Anniversary Celebration.

Gertrude (Robertson) Jewett, his wife of 55 years, passed away in 1998. Willard is survived by an older brother, Gleason W. Jewett of Kingsland TX; older daughter, Janet E. Kalman of Springvale ME; younger daughter, Nancy G. Hinds of Auburn ME; 4 grandchildren; many cousins, nieces and nephews in other parts of the country. A younger brother, Winston Jewett of Middleborough MA, predeceased Willard.

The "Jewett" Name in Space

Letter from John J. (Jay) Jewett (24123) to his brother William R. Jewett (24121) dated 7 Apr 1996:

A few months ago I worked on a project with several other Aerojet employees. I was not on the main team, but I did work in a support role. Just before the propulsion system was shipped from Sacremento, the various people that worked in a support role were given the opportunity to sign the side cover of the propulsion system.

A picture was taken and that picture is shown on pages four and five of "Intereaction," the Aerojet newsletter. If you will look at the third name from the bottom, you will see yours truly! The neat thing being that this propulsion system with our names is presently out in space. It will travel thousands and thousands of miles through space. Then on 31 Dec 1999 it will crash inti Eros. Since I can't be present for the ride to Eros, I think the next best thing is to send my signature.

Cipping from *The Sacremento Bee*, Friday, 18 Feb 2000 by Paul Recer, Associated Press:

Washington—Eros, the first asteroid to be orbited by a man-made satellite, is very old, slightly yellow, heavily cratered and strewn with large boulders, according to new images from a science spacecraft.

Early data from a yearling orbit by Eros by the near Earth Asteroid Rendezvous spacecraft suggest the asteroid is a solid, rocky body that once may have been part of a larger body, such as a moon or planet.

"Eros has an ancient, heavily cratered surface," Andrew Cheng, chief project scientist for the NEAR mission, said Thursday at a news conference. "There are also tantalizing hints that it has a layered structure, as if it were made up of layers like in plywood."

Such stratified features, said Cheng, could occur if the asteroid had once been melter while a part of a planet, but the scientist said it is too early to draw any final conclusions,

There are bright splashes of lighter-color material on the asteroid that are still not identified, but scientists said they could be subsurface material ejected from impact craters.

Eros also has a large groove gouged out of the middle of its potato shape. The groove, called a "saddle," has large peaks on two sides. The interior of the saddle is smooth, usggesting it is a fresh feature or that slumping of soil has covered evidence of cratering.

NEAR slipped into the orbit of Eros, named for the Greek god of love, on Valentine's Day, and scientists are just starting to analyze data being collected by instruments aboard the spacecraft.

Eros is a space mountain, 21 by 8 by 8 miles in size, that orbits the sun. It currently is about 160 million miles from Earth.

Near is orbiting about 200 mailes above the asteroid, but over the next months the spacecraft will slowly be brought closer and closer to the surface of Eros.

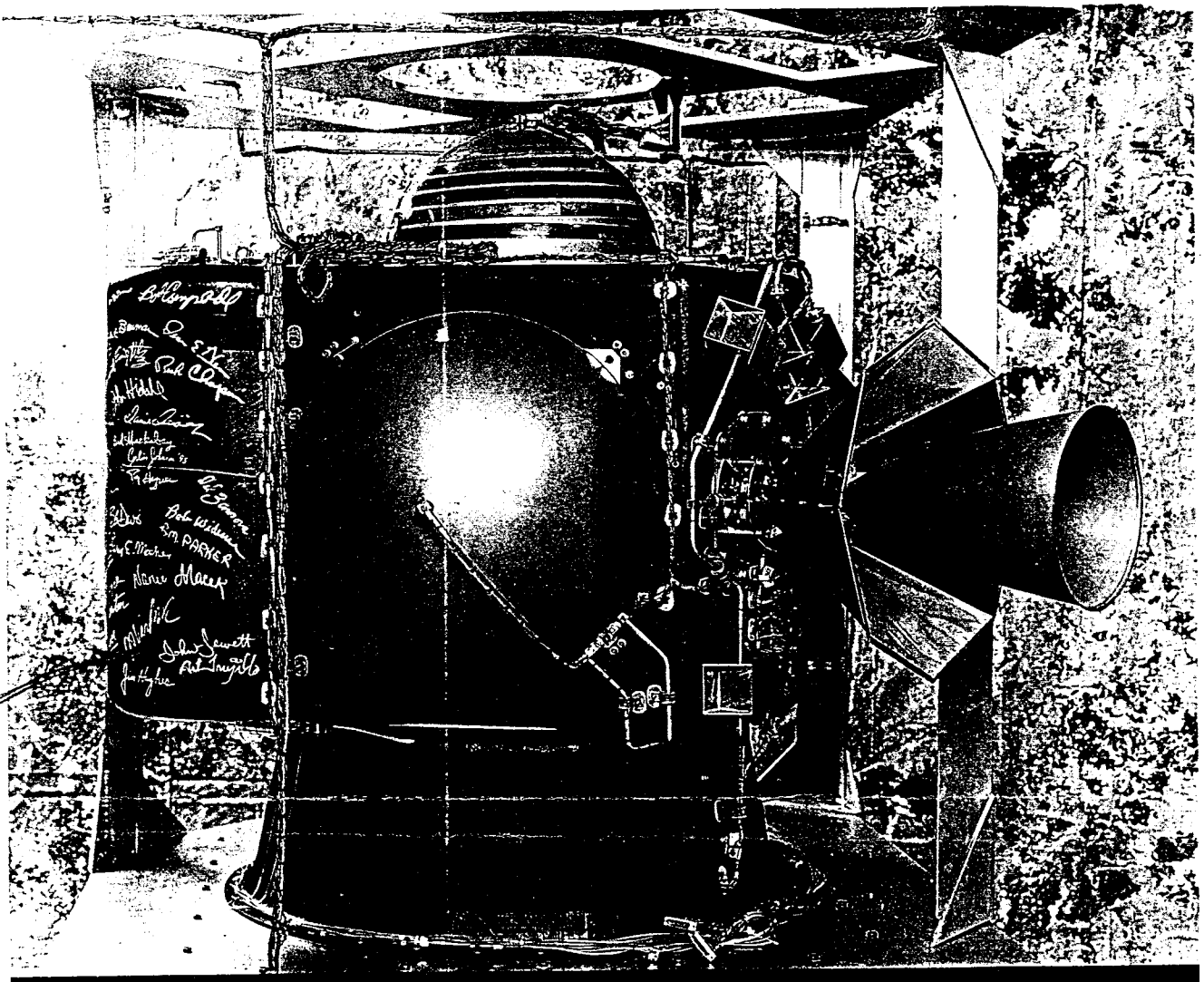
A radio science experiment, which tracks the gravitation pull of Eros by measuring signals from NEAR, indicates the asteroid has a density of about 2.4 grams per cubic centimeter, similar to Earth's crust. Water has a density of 1.

Don Yoemans, a Jet Propulsion Laboratory researcher and chief of the radio science experiment, said Eros' gravitational tug is so light and the asteroid's shape is so irregular that it is "very tricky" to maintain NEAR in its orbit.

"If we don't watch it, it (the spacecraft) could smack into the surface or wander off into space," Yoeman said.

NEAR Begins Journey to Eros

Using Aerojet Propulsion System



The completed propulsion system at Aerojet, including the LVA thruster (right) and the tanks for fuel, helium and oxidizer. Before delivering to APL, everyone involved in the NEAR program, from test operations to procurement left their mark.

NOTICE

I DIDN'T MAKE IT INTO SPACE, BUT MY NAME DID. I WORKED ON THE NEAR PROGRAM WHEN I WAS WITH AEROJET. THE TEAM MEMBERS GOT TO SIGN THE HEAT SHIELD.

Jay

Because of Eros' slight gravity, NEAR is orbiting the asteroid at just 2 miles an hour. A spacecraft orbitting Earth typically travels at Almost 7000 miles and hour.

"If someone on Earth weighed 200 pounds, they would weigh about 2 ounces on Eros," said Yoeman.

Letter from John J. (Jay) Jewett (24123) to his brother William R. Jewett (24121) dated 20 Feb 2000:

As you will notice from the newspaper article, the NEAR spacecraft finally made it to Eros. It was supposed to be there about a year ago, but something happened and it just flew right on by. The spacecraft sailed around in space to some time, and now it is in orbit where it should be. I thought the article did a good job of explaining the difficulty of making the spacecraft orbit a small object in space like Eros. The gravitation pull is so slight that the spacecraft can only travel at two miles per hour in orbit around Eros. I also thought that it was intresting that the spacecraft went into orbit around Eros on Valentine's Day, and the asteroid Eros is named for the Greek god of love.

Early Activities of the US Merchant Marine in Latin America

Used with the kind permission of the author Roberta M. Delson, PhD
First appeared in *Sea History*, No. 83, Winter 1997-98

Commercial relations set the pace for diplomatic relations between the United States and Latin America — and the American merchant marine was at the forefront.

The destiny of the United States of America was linked to that of Latin America well before the independence of either region. The bonds were initially commercial, even while political alliances were effectively impossible because of colonial restrictions. In spite of mercantilistic policies that required all products to go through English ports and forbade intercolonial commerce, shippers in the thirteen colonies carried out a flourishing trade with their southern neighbors. They were quite familiar with Caribbean ports in fellow British colonies such as sugar-producing Jamaica and Honduras (today Belize) where Philadelphia's ships took cargoes of flour in exchange for the Honduran mahogany that furnished the city's cabinet makers.

There was also illicit trade with French, Spanish and even Dutch possessions, and, as England became involved in trafficking in slaves in the 1700's, her North American colonies contributed ships and crews to the effort. For convenience, however, we can date the advent of large-scale Yankee shipping ties to Latin America to the Seven Years' War, when the British successfully invaded Cuba, wresting it from Spanish control and revitalized the port of Havana.[1] Under British control, over seven hundred ships entered the port in an 11-month period in 1762. This was an exponential expansion of trade, since only some 15 ships entered the Cuban port annually under Spanish rule.

During the English occupation of Cuba, many of these vessels sailed from British North American ports and were crewed by local seamen. Such shipping brought foodstuffs, timber, ironware and slaves to an eager Cuban market. Although Cuba was returned to Spain at the conclusion of hostilities in 1763, the alacrity with which the Spanish-Americans bought Yankee goods whetted North American commercial appetites. This brief Cuban experience signaled a start of widespread commercial exchange between the North American colonies and the vast territories held by the Spanish and Portuguese empires to the south.

When the thirteen colonies rebelled, Havana reopened to North American traders, and the insurgents readily supplied Cubans with wheat and flour, equipment for the sugar industry, and naval store. The rebels also traded out of Santo Domingo and New Orleans, using these ports as entrepots for exchange of goods from La Plata (Buenos Aires) and Chile. Dutch ports in Saint Eustatius and Saba also welcomed the rebels. In short, those eager for the eclipse of British colonial power opened their own colonial ports to the rebels and initiated a trade that has been of considerable importance ever since.

By 1788, shippers in the now independent United States not only had a flourishing trade with Caribbean and Gulf

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[1] Although North American goods may have entered Cuba through Spanish Florida and New Orleans as early as 1750.

ports but also ports on the east and west coasts of South America. Such trade was officially viewed as contraband by Spanish authorities and thus ships had to be disguised whalers, seal hunters or China Trade vessels. Nevertheless, this trade with Latin America was very important to the new nation; it accounted for at least one-fifth of exports as well as imports. This was especially the case when Spain was at war with England in the 1790s; in 1797 Spain was forced to open her Latin American ports to neutrals, and US ships flooded into Vera Cruz, Venezuela and Buenos Aires. While much of the trade was in reexports, largely of British goods, the market for North American products was definitely being cultivated.

Some of the earliest sought-after products were the actual North American ships, which were often purchased soon after they had entered Latin America ports as neutral traders.[2] In this manner, and also through direct purchase, the Buenos Aires merchant marine acquired nine brigantines and 19 bigger ships from the US between 1796 and 1805. This trend continued, especially after the conclusion of the War of 1812, when many US citizens eagerly disposed of their privateers to southern neighbors.

Moreover, US seamen began to offer their services as crew for these vessels. This was so much the case that by 1810 the US government appointed Robert K. Lowry as Commissioner for Seamen and Commerce to Venezuela while Joel Poinsett received a similar position for Buenos Aires, in effect the first US diplomats to the region. In the next few years commissioners were sent to Chile and Peru. All of these areas, of course, were still officially colonies of the Spanish government; in reality, however, they were operating on their own after the Napoleonic invasion of Spain hindered contact between Spain and her territories in the New World.

The beginning of independence movements in Latin America in that same period increased US interest in the region. Anxious not to upset the delicate negotiations with Spain over the purchase of Florida, President Madison declared the young nation to be neutral in the insurgents' cause. In actuality, US seamen and ships were deeply involved in the Latin America struggles for independence. US privateers were instrumental in José Artiga's independence campaign in the Cisplatine (Uruguay), for example, while the Madison government did not really attempt to stop Latin American rebels from purchasing arms and supplies in US ports. In this manner Baltimore shipbuilders were able to sell vessels to the insurgents, while New Orleans acted as a port from which Latin American privateers (manned heavily by US seamen) could operate. A large number of US sailors were either recruited by rebel vessels pulling into North American ports or were "Shanghaied" to serve the Latin American independence cause.

The US sailors who joined the Latin American rebels included men who had distinguished themselves in naval battles in the revolutionary War and who had become merchant sailors. One such individual was David Jewett (*History and Genealogy of the Jewetts of America* No. 1715), who offered his services to Argentina and later to Brazil (a Portuguese Colony) where he was appointed to the rank of Admiral. While British sailors (including the redoubtable Lord Cochrane) also served in the Latin American struggles, Jewett reckoned that the US sailors were the best of the lot. In a letter written to his brother from Rio de Janeiro,[3] Jewett complained that the "associates" brought by Cochrane to Latin America "would be rejected in a well organized Pirate [venture] and those sent from England were obliged to leave England for want of *imploy* [sic] in the Merchant Service." By contrast, the North Americans were so well prepared as merchant seamen that there was hardly anyone who "could not obtain imploy as Second Mates of Ships."

When Spanish-American and Portuguese-American independence had finally been won (the date of the last struggle is usually taken as 1824) the US was in a position to become deeply involved in commerce and shipping to the new nations. The US was the first to recognize the independence of the Latin America states. Underscoring the importance of this hemispheric trade was the commitment of her naval squadrons to protect the sea lanes; separate squadrons were formed to patrol the West Indies, Brazil and the Pacific coast of Latin America during the period of rebellion and after independence had been achieved. Merchant ships were thus provided with protection against piracy or the possibility of being caught in a political conflict.

Yet even after 1824, when Spain's possessions in the hemisphere had diminished to just Puerto Rico and Cuba and the portuguese had given independence to Brazil, and consequently imperial obstacles to trade had been eliminated, the US was still not the only player; it was not until the late 1800s that the US would overtake Britain

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[2] There were, however, important shipyards in colonial Latin America — Bahai, Rio de Janeiro and Belém do Pará in Brazil and Guayaquil on the Pacific.

[3] Letter of David Jewett to his brother, Rio de Janeiro, 6 August 1824, unpublished. I am indebted to the late Richard Jewett of Nyack NY for providing me with access to his forebear's letters.

(with France and Germany as strong contenders) as the premier trading partner of the Latin American nations. In the meantime, US shippers steadily built contacts, as seen by the ever increasing number of US ships pulling into Latin America ports.

One such port was Belém do Pará, Brazil, at the mouth of the Amazon River. In 1832, US Consul A. Rafael Smith wrote to Edward Livingston, Secretary of State, to endorse trade with that port, which he was certain was destined to become a major trade center.[4] Within the decade his prediction came true, as US ships supplied Belém with diverse cargoes ranging from combs, flour and textiles to cordage and heavy machinery, including steam engines.[5]

Not every chapter of this inter-American trade was noble, however; American sailing vessels were also deeply involved in supplying Latin America with African slaves. The usual practice was to pick up human cargoes in West African ports — and occasionally on the east coast — and off-load the captives in Brazil or Cuba. The ships involved were US built and the crews were American, although sometimes a Portuguese crew would sail the vessel back across the Atlantic. This trade was strongly condemned by the US as well as Britain, and naval squadrons from both nations relentlessly pursued slaving vessels. Even so, crews that refused to obey their captains' orders to transport African slaves were likely to face charges of mutiny.[6]

The number of slaves brought to the Americas by US ships and crews was substantial. When chased by naval vessels the practice was to run up Spanish or Portuguese colors. In this manner, as late as 1858, shipments of up to 1200 slaves at a time were deposited shore-side for sale in Cuba. The high profit to be made on such ventures apparently compensated for the risks and the high mortality rates encountered in the trans-oceanic voyage.

The involvement of US merchant sailors in Latin America is thus long-reaching, if not always legitimate. By the mid-1800s, trade with Chile had become commonplace, especially as ships off-loaded east Coast products and loaded up with Chilean supplies for gold miners in California. US ships began to appear with regularity along the central American Pacific coast, stopping at such ports as Puntarenas, Cost Rico, and La Unión, El Salvador, even while the Panama Canal was just a futuristic project. Refrigerated ships would begin to transport their cargoes of bananas from Central America to hungry US consumers by late in the century.

Thus maritime links between the regions pre-date the era of the Great White Fleet by easily a century. Indeed, it may be said that these early commercial ventures precipitated the political ties between Latin America and the US. In this regard, the US merchant marine may be considered instrumental in paving the way for a singular hemispheric connection that remains of paramount importance even as we approach the 21st century.

Dr. Delson, an associate professor at the US Merchant Marine Academy teaching Latin American studies at the time she wrote this article, is now a Research Associate, Department of Anthropology at the American Museum of Natural History, NYC.

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[4] Letter of Consul A. Rafael Livingston to Secretary of State Edward Livingston, Belém do Pará, Brazil, 13 August 1832. This material is drawn from Consular Dispatches, National Archives of the US, Microfilm Series T378, Number 1.

[5] These goods are noted in the bi-annual tabulation of US ships transactions in the port of 50elém for the 1830s.

[6] Perhaps the most infamous case was that of the *Mary Ann*, a US ship that sailed to West Africa in 1848. The crew thought they were taking on palm oil, but once on the African coast their captain told them the cargo was to be slaves. The crew mutinied, took over the ship and once back in New York (laws notwithstanding) they were tried for mutiny and docked a year's pay.

THE JEWETT FAMILY OCCASIONAL

Editors: Dwight & Sue Jewett **May 2000**

No Regular Publication Schedule — Just Good Reading When It Appears

Transitions and Changes

These two words often separate one generation from another. As a general rule, the younger generation looks forward to the challenges of "trying its own wings" — such things as learning to drive a car and experiencing the freedom of being out of their parents' house and off on their own in a career or college.

On the other hand, the older generation (at least in our case) often longs for the continuity of one day that blends into another with a pre-dictability that some might find boring.

But for both generations at the Jewett house there are soon to be some major changes and transitions. In just a matter of weeks our younger daughter, Sara, will be graduating from high school at the Christian Academy of Guatemala and then heading off with her older sister Rachel for a summer job in the US, followed by college in the fall.

Because this is such a major transition for the Jewett family, we have decided that both generations should be there to support each other. So we plan to take our vacation time this year to fly to the US and visit the college campus with Sara where she and Rachel will be attending together in the fall. In addition we will go with them to Ohio and help get them settled there at the house of some friends who have very graciously agreed to host them for the summer while both girls join the work-a-day world to help offset college expenses.

More Change

Upon returning to Guatemala, not only will we of the older generation be faced with adapting to the "empty nest", but we will also be moving our "nest" from Guatemala City back to Ixil country. This time, however, we will not be living in Chajul. Instead, we plan to live in the town of Nebaj (nay-BAH), about 14 miles (45 minutes) by road from Chajul.

This change has come about because veteran missionaries and Wycliffe colleagues Ray and Helen Elliott have had to relocate permanently in the US due to health concerns.

The NT translation project in Nebaj still is not quite finished and needs someone on site to supervise that revision committee. Because the languages of Nebaj and Chajul are related, the Wycliffe administration here has asked Dwight to oversee the committee's work until the completion of the Nebaj New Testament.

This additional responsibility for Dwight means that he will be dividing his time between Chajul and Nebaj.

Meanwhile, the Chajul translation project is continuing along nicely, with the revision committee there working away faithfully. We estimate that it will take 2 or 3 more years to complete both New Testament translation projects.

God's Provision in Change

With the decision to move back to Ixil country came a need for two things: a 4-wheel drive vehicle that would keep us going on rough, sometimes very muddy country roads and a place to live in Nebaj.

God has already provided us with a car through the generosity of a member of one of our supporting churches. We were able to buy a used Isuzu Trooper that is a real asset to the project because of all the commuting between Chajul and Nebaj that is going to be necessary. And recently we found a lovely little house to rent that has a patio with lots of flowers and a place to park the car off the street.

A Constant in Change

While the Jewetts are in the midst of change, Romualdo Santiago and the others on the reviewers' committee in Chajul are continuing to make steady progress on moving the translation of the Ixil scriptures another step toward completion. To date they have reviewed all of Genesis and Exodus in the Old Testament as well as Matthew and Mark in the New Testament. Currently, they are working on the Gospel of Luke.

We praise God for their dedication to the task. They are really eager to have the Scriptures "speak" their language.

Sara Graduates

Sara is the only "Wycliffe Kid" to graduate from the Christian Academy of Guatemala (CAG) this year. One of her teachers recently featured her in his newsletter. Let me quote some of what she said in response to a few questions he asked her.

"I have attended CAG for 11 years, since I was in 1st grade. CAG has provided me with good Christian friends, and I have appreciated the classes that give us a solid Christian outlook on the real world that we are getting ready to enter. I am glad I haven't had to deal with many of the things people my age in the States have had to deal with.

I have always done a lot of sports. Soccer is my favorite, but I have also enjoyed basketball and volleyball.

I have been awarded a partial soccer scholarship to Nyack College in New York this fall. I don't know at this time what I am going to major in, but I am interested in going back into Missions. Between soccer and studying I know I'll stay very busy!

This summer Rachel and I have been invited to live with the family of a friend in Ohio and work at a nearby Mennonite restaurant. We are glad for the chance to be together and have jobs together for the summer."

Prayer Requests

Rachel and Sara in college:

Please pray for Sara as she starts college, and Rachel as she goes back after a semester off. Pray that they will do well academically and that the Lord will protect them in all areas of their lives.

Protection and stamina in the moving process:

For us of the older generation, as we move to our house in Nebaj and get settled into a new working situation.

Protection for the revision committees in both towns:

It often seems as though the Enemy attacks more as New Testament projects are nearing completion. Please pray for all involved in the translation in both towns that God will protect them and give them good health.

A phone in our house:

Nebaj does have phone lines, but we need to find out if the phone company is authorizing any more lines for the town, and if we can get one for our house.

It can be a complicated and expensive procedure to get a phone line, but we feel that a phone is a necessity in order to keep in touch with our girls by e-mail. Rachel was very homesick her first year away from home, and e-mail was a big help.

Note of Appreciation

A huge ***thank you*** to all of you who have so faithfully encouraged us through your prayers and financial giving.

A Final Reminder

Tax deductible financial contributions to the Jewetts' work among the Ixil people should be made payable to Wycliffe Bible Translators and clearly labeled for the ministry of Dwight and Sue Jewett. Please send to:

Wycliffe Bible Translators
PO Box 628200
Orlando, FL 32862-8200.

(Please discontinue use of the Huntington Beach, CA address for Wycliffe Bible Translators.)

Personal letters can still be sent to Jewetts at:

GU-277
PO Box 661447
Miami Springs, FL 33266-1447

Or we're delighted to receive e-mail at:

Dwight_Jewett@sil.org

(Please note: There is an underline character, not a space, between "Dwight" and "Jewett.")

Boston Directory 1862

Jewett Amory, roofer, house 1074 Washington
Jewett Amory jr. h. r. 1 Camden pl. (20th Regt.)
Jewett Anna Miss, boards 11 Joy
Jewett Charles C. supt. Public Library, Boylston street, house 325 Broadway
Jewett Darwin E. & Son (*Geo. D. Jewett*), grocers, 90 Blackstone
Jewett (*David B.*), Tebbetts (*J.R.*), & Co. (*J.A. Ordway and W. C. Tebbetts*), dry goods, 31 Franklin, house at Newton
Jewett Elisha H. (*Trickey & Jewett*), 92 State, house at South Berwick, Me.
Jewett Francis A. clerk, 89 Milk, house at Jamaica Plain
Jewett George D. (*D.E. Jewett & Son*), 90 Blackstone, boards Marlboro' Hotel
Jewett Insley, eating room, 15 Avon place, h. do.
Jewett James, police station 7, house 16 East Sumner, East Boston
Jewett James (*Stevens & Jewett*), organ builders, 130 Leverett, h. at East Cambridge
Jewett James F. salesman, 103 Devonshire,h. 41 Essex
Jewett Jesse G. clerk, 120 Milk, bds. 5 Oak place
Jewett John (*Prime, Kenny, & Co.*), mahogany, &c. 13 Charlestown, house at Salem
Jewett John, laborer, house Silver, near C
Jewett John P. 233 Washington, h. at Roxbury
Jewett J.W., Qunicy & Milton Railway Express, 35 Congress square
Jewett & Co., Peruvian syrup, 233 Washington
Jewett Oliver, harnessmaker, 87 Merrimac, house at Chelsea
Jewett Richard D. clerk, 22 Federal, h. at Ipswich
Jewett Richard H.L. bookkeeper, 56 Broad, bds. 41 Blossom
Jewett Sarah R. widow, house 18 Union Park
Jewett Sewell P. painter, h. 120 Court
Jewett Sylvester G. clerk, 17 F.H. Market, b. 120 Court

(Note from the Historian: Is your ancestor listed? Mine is - Jewett Richard H.L. (4781) If yours is listed, let me know: Lee Jewett Petry, 209 Marchmont Road, Knoxville TN 37923 or jfapetry@nxs.net

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Queries

If you have information on any of these queries, please direct it to Lee Jewett Petry, 209 Marchmont Road, Knoxville TN 37923 or jfapetry@nxs.net

Need information on the paddleboat *Martha Jewett* which appears in a photograph with smaller letters which read "Missouri River Packet." Under the photograph is a statement that it is "dedicated to my esteemed friend Cap' W.C. Jewett."

Need information on deed descriptions for many of the Jewetts' land sales transactions in East Haddam, Middlesex County, CT. Deeds refer repeatedly to the probate papers of David Jewett (732) for legal descriptions of the parcels. David Jewett was born 27 Oct 1736 North Lyme CT, died _____ 1780 East Haddam CT. Does anyone know where these probate records can be found? They do not appear in the LDS microfilms and the East Haddam Municipal Historian is also at a loss as to where they might be found.

Need information on the descendants of Ruth Payne Jewett (4144) who married John William Burgess 2 Sep 1885. One child is listed, Elisha Payne Jewett Burgess. Were there others and did they have children?

Need information on Henry Frank Jewett (or just Frank) married to Roxanne Gillette with children Franklin Stiles

Jewett, Charlotte (Lottie) Jewett, and Jennie Jewett. Frank was born in Connecticult and is probably Frank Jewett (5856). He was on Catawba Island, Ottawa County, Ohio about 1860-70 when Roxanne died. Then he broke the family up, leaving Franklin and Jennie on Catawba Island and moving possibly to Toledo OH, to Kansas, and then back to Connecticut where daughter Jennie lived for the rest of her life.

Note from the Historian: Out of hundreds of Jewett Family of America members, I have had only two volunteers who offered to assist in putting data into a computer genealogy program. I have had no volunteers at all to help with extracting census records. I had hoped for a more generous response. If you are willing to help, please contact me as described at the beginning of the Queries section above.

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