



Created By



RICE FAMILY TREE

EARLY SWEENEY FAMILY 1911

Francis Scott Rice was born in 1858 in Poland, Ohio. He was a civil engineer & bridge builder who had worked on (He said he built it..might be taken with some amount of salt?) the first bridge across the Mississippi at Memphis, Tennessee about 1891 and, after coming to Sweeny in 1911, bridges across the Brazos at East Columbia & Brazoria in 1911/1912. He died 2 December 1913 in Sweeny due to an accident. The first thought might be he fell off one of his bridges but his granddaughter Betty Bruce Hankins told Charlene Finley that he was killed when a train hit a freight wagon (cart) that was parked too close to the tracks causing it to strike Francis. Dr Eades was in attendance.

PLACE OF DEATH			Texas State Board of Health	
County <u>Brazoria</u>			STANDARD CERTIFICATE OF DEATH	
City <u>Sweeny</u>			Registered No. <u>140</u>	
(No. St.; Ward)			24762	
(If death occurred in a hospital or institution, give its NAME instead of street and number.)				
*FULL NAME <u>Francis S Rice</u>				
PERSONAL AND STATISTICAL PARTICULARS			MEDICAL PARTICULARS	
*SEX <u>Male</u>	*COLOR OR RACE <u>White</u>	*SINGLE, MARRIED, WIDOWED, OR DIVORCED <u>married</u>	*DATE OF DEATH <u>Dec 2</u> , 19 <u>13</u>	
*DATE OF BIRTH <u>Dec 22</u> , 18 <u>58</u>			I HEREBY CERTIFY, that I attended deceased from <u>Dec 1st</u> , 19 <u>13</u> , to <u>Dec 2</u> , 19 <u>13</u>	
*Age <u>54</u> yrs. <u>11</u> mos. <u>22</u> ds.			that I last saw him alive on <u>Dec 25</u> , 19 <u>13</u>	
*OCCUPATION (a) Trade, profession, or particular kind of work. (b) General nature of industry, business or establishment in which employed (or employer) <u>Civil Engineer</u>			and that death occurred on the date stated above, at <u>9:20</u> m.	
BIRTHPLACE (State or country) <u>Poland Ohio</u>			The CAUSE OF DEATH was as follows: <u>Accidental</u>	
*NAME OF FATHER <u>O. A. Rice</u>			CONTRIBUTORY (Secondary) <u>None</u>	
*BIRTHPLACE OF FATHER (State or country) <u>Ligonier Pa.</u>			(Signed) <u>Dr. Eades</u> , M. D.	
*MAIDEN NAME OF MOTHER <u>Cynthia Bruce</u>			<u>Dec 2</u> , 19 <u>13</u> (Address) <u>Sweeny Tex</u>	
*BIRTHPLACE OF MOTHER (State or country) <u>Canfield Ohio</u>			*State the DISEASE CAUSING DEATH, or, in deaths from VIOLENT CAUSES, state (1) MEANS OF INJURY, and (2) whether ACCIDENTAL, SUICIDAL, or HOMICIDAL.	
*THE ABOVE IS TRUE TO THE BEST OF MY KNOWLEDGE (Informant) <u>Marion H. Rice</u>			*LENGTH OF RESIDENCE (For Hospitals, Institutions, Transients, or Recent Residents). At place of death ... yrs ... mos ... ds In the State ... yrs ... mos ... ds	
(Address) <u>Sweeny Texas</u>			Where was disease contracted, if not at place of death? Former or usual residence	
Filed <u>1913</u>			*PLACE OF BURIAL OR REMOVAL <u>Poland - Ohio</u>	
REGISTERED			DATE OF BURIAL, 191.....	
			*UNDERTAKER <u>J. Morrison</u>	
			ADDRESS <u>Angleton Tex</u>	

A Trip Over the County by a Times Man

3-22-12

By W. G. Barchard.

While in Sweeny it was our great pleasure to make the acquaintance of Francis S. Rice, who lives on a farm just east of town. Mr. Rice came here from Webster Groves, near St. Louis one year ago. He is doing general farming. For several years Mr. Rice has been a civil engineer—a bridge builder. He constructed the bridge across the Mississippi at Memphis, one of the finest and one of the largest in the United States. Some idea of the size of this bridge may be had when we say that Mr. Rice told us that it had just been painted and the

idea of the importance of this big bridge will be given when we are told its weekly earnings are nearly \$70,000. Mr. Rice is the civil engineer connected with the construction of

our two bridges across the Brazos, at Columbia and Brazoria. He told us that all the material for the completion of these bridges was now ready or on the way and that he expected the work to go forward now without a hitch unless the June floods caused some delay, which he does not anticipate. Everything is now moving along at both Brazoria and Columbia.

Work will soon begin on the building of the piers. They are to be so constructed that they will be practically one solid rock, and as nearly indestructible as it is possible for anything to be made. Though there has been much delay in beginning the work on account of inability to get the materials on the ground, Mr. Rice says they expect to complete the work on both bridges by the time the contract limit expires—September 1.

(Brazoria Section.)

His daughter Effie Mae (May) Rice was the first school teacher in Sweeny in 1911.

EARLY SWEENEY FAMILIES 1909-1913

Maxey Brooke 13 March 1975 BCHM.org file

Phone # 548-2227

13 MAR 75 commissary on Plantation
vicinity McGrew Plantation

HELLO!

HERE IS A LIST OF PEOPLE KNOWN TO HAVE BEEN IN
SWEENEY DURING THE PERIOD 1909-1913. SWEENEY
OFFICIALLY BECAME A TOWN AUG. 17, 1909. B

1. TRAVIS SMITH		1909
2. MR & MRS. RANDOLPH SMITH		1909
3. WILLIAM SWEENEY		1909
4. M. J. PARTON	MISSOURI	1910
5. EMMET RIMMER	"	1910
6. LEVI HANKINS	"	1910
16. MISS MAY RICE	OHIO	1911

She may have been the proverbial "Old Maid School Teacher" as she was living single at age 56 with her widowed mother in Norman, Oklahoma in 1940.

1940 United States Federal Census for May Rice										
Oklahoma > Cleveland > Norman > 14-20B										
Name	Relation	Code A	Sex	Race	Marital St	Attended	Grade	Code B	Birthplace	
Rice, Minnie @	head		F	W	79	Wd	No	H-2	Ohio	
May	daughter		F	W	56	S	No	E-4	Ohio	

HIS BRIDGES OVER THE BRAZOS

BRAZORIA

His bridge over the Brazos in Brazoria built in 1912 is said to have fallen into the river in the 1930's. The concrete support pillar can be seen looking up stream when you cross the new bridge & looking thru the abandoned 1939 bridge.

"Brazoria Triple Truss Bridge In 1912 a bridge was built connecting Brazoria and East Columbia. In the 1930's this wood-decked bridge fell into the Brazos. Due to politics, this bridge was not replaced until 1939. The large circular structure upstream from the 1939 bridge is all that remains of this first bridge. Local labor, county bond money, and funds from the Public Works Administration were used to build the new bridge. After it was built, commissioners discovered that the WPA money used was only available for Farm to Market Roads! The Farm to Market Road program had not yet been implemented in Texas. After deliberations, Commissioners and government officials reached an agreement and the first Farm to Market Road in Texas, FM 521, was built. Before FM 521 was built, the 1124' concrete and steel bridge with three Parker through truss spans was called the "Bridge to Nowhere". This 1939 bridge is supported by concrete-filled caisson and concrete pilings and approaches composed of 14 concrete-supported I-beams with steel guard rails. The bridge is an important example of its style. BHF and other groups are working with Commissioner's Court and hope to save the bridge and convert it and the surrounding area into a park now that the third bridge has opened.

http://brazoriahf.org/site/wp-content/uploads/2014/04/brazoria_history.pdf

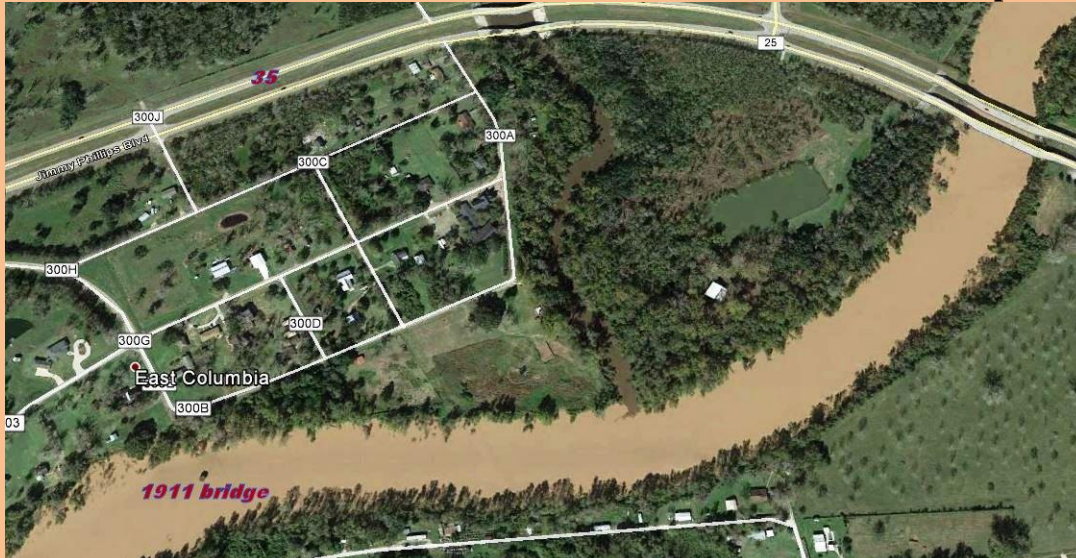


GOOGLE EARTH

EAST COLUMBIA



facebook.com Remember in West Columbia when DeeDee Wolf Honea photo



bridgefinder.com

HIS BRIDGE OVER THE MIGHTY MISSISSIPPI...still there and in use 120+ years later. That's what civil engineers do!

https://www.google.com/?gws_rd=ssl#q=Frisco+Bridge

Historic Memphis Bridges

...and Overpasses, Trestles, Viaducts

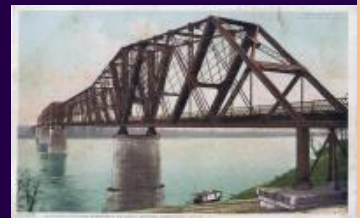


From the earliest days of the steamboat, Memphis has been a major center of river transportation. Passenger steamers linked Memphis with river ports up and down the Mississippi, Ohio, and Missouri Rivers. If trains hadn't become a major factor in commerce and transportation, it's doubtful that Memphis would have given a bridge across the Mississippi a serious thought. The city's first bridge was built in 1892, as a railroad bridge. Carriage or Automobile traffic was not a serious factor. And when the second bridge was built in 1916, roadways still seemed to be almost a second thought, because they were hung off both sides in 1917. This is the story of those early bridges and others that have been added since.

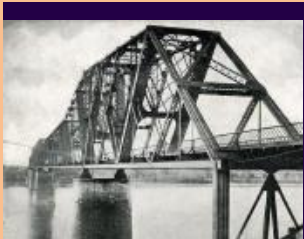
Click on small photos to see larger photos.

The Frisco Bridge ...*The Great Bridge at Memphis* ...*The Memphis Bridge* ...*The Iron Bridge*

It must be a law that any type of architectural structure in Memphis should have more than one name. The Frisco Bridge is no exception. It's original name was **The Great Bridge at Memphis**, . Later that was shortened to **The Memphis Bridge** and commonly referred to as **The Iron Bridge**. The name was changed again to **The Frisco Bridge** when the Harahan Bridge was built in 1916. But no matter what name you call it, it is considered one of America's great bridges.



The Frisco Bridge was the first bridge built on the lower Mississippi, and the only bridge south of St. Louis when it opened in 1892. Building it was a monumental undertaking. The US Army insisted on a 770 foot clear span for river navigation, and at least 75 feet of vertical clearance under the bridge. The result was that the Frisco Bridge had the longest span of any bridge in the US at this time. In order to secure a building permit, city officials insisted that the bridge somehow would carry pedestrian and buggy traffic as well as trains. Thus the deck was built somewhat wider than would have been required for a single railroad track. As a result, two way buggy traffic was periodically allowed. If a train needed to cross the bridge, wagon and buggy traffic was stopped and cleared from the bridge, and then the train was allowed to cross.



The Frisco Bridge



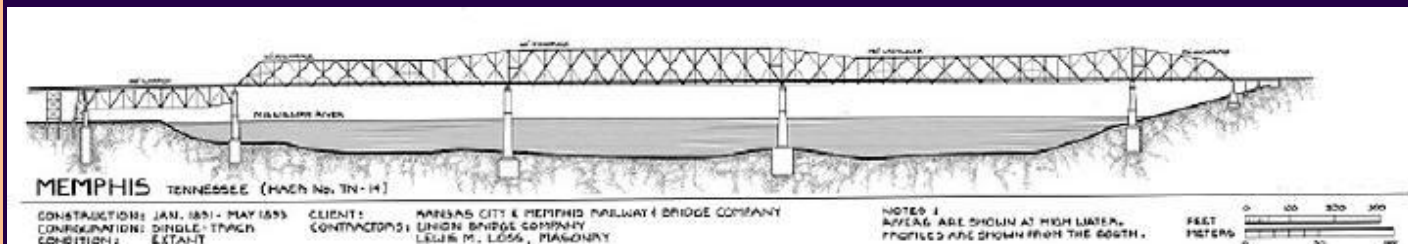
The Frisco Bridge - 1891



Frisco -Construction 1891



Frisco - Construction 1891



Architectural Elevation Drawing

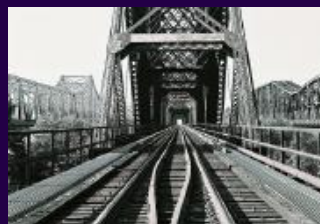
The Frisco Bridge is 1895 feet long, was built of steel and cost \$3,000,000. It was built by master bridge builder George S. Morison and the Kansas City-Memphis Railway-Bridge Company. On some early postcards you will see a 5th name for this bridge - **The Kansas City and Memphis Railway Bridge**.



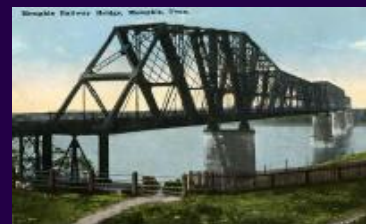
Plan Drawing 1891



The Frisco - Dedication



The Frisco

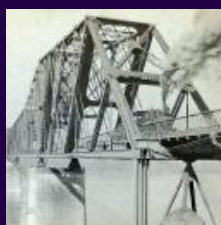


The Frisco Postcard

The United States allowed its bridge inventory to go without inspections during much of the twentieth century. Many bridges deteriorated to a dangerous level before problems were discovered. The Frisco Bridge deteriorated to the point that a 10 mile per hour speed limit was posted. Repairs have now been made and the traffic restrictions have eased. The Frisco Bridge is listed among the Top 10 Bridges worldwide in the Nov. 2010 issue of Train magazine "70 Great Railroad Engineering Feats: Bridges & Viaducts"



Frisco - Construction 1891



The Frisco 1901



The Frisco - today



Frisco- Construction 1891

<http://www.historic-memphis.com/memphis-historic/bridges/bridges.html>

author's notes basil_shannon@yahoo.com

Other bridges @ Memphis: 1973 Hernando de Soto Bridge I40, 1949 Memphis & Arkansas Bridge I55, 1916 The Harahan Bridge.

1 **Francis Scott Rice** b: 23 Dec 1858 in Poland, Mahoning, Ohio, d: 02 Dec 1913 in Sweeny, Brazoria, Texas, USA; Burial Poland, Mahorning, Ohio

+ Minnie Hughes b: May 1860 in Ohio, USA, d: 1950

...2 Effie May E Rice b: 30 Oct 1883 in Poland, Mahoning, Ohio.... **1ST SCHOOL TEACHER IN SWEENEY.**

...2 **Francis Edgar Rice** b: 19 Feb 1886 in Council Bluffs, Pottawattamie, Iowa, d: 02 May 1974 in Bartlesville, Washington, Oklahoma; Age: 87.... **VP PHILLIPS PETROLEUM**

+ Ida Shaffer b: 1888 in Ohio, d: Aug 1973 in Bartlesville, Washington, Oklahoma

.....3 Edgar Scott Rice b: 15 Aug 1918 in Tulsa, Tulsa, Oklahoma, USA, d: 04 Dec 1985 in Los Angeles

+ Maurine Lundell b: 11 Jun 1921 in Merced, California, d: 2014 in California, USA

.....4 Private

.....3 **Robert Bruce Rice** b: 11 Jan 1920 in Bartlesville, Washington, Oklahoma, d: 21 Sep 2007 in Blue Bell, Montgomery, Pennsylvania or Fort Collins, CO; Age at Death: 87

+ Norma Elaine Franshier b: Abt. 1920, m: 1940, d: 1988 in Roswell, New Mexico

+ Lucille Arlene Northrup b: 05 Jan 1919 in Garden Grove, Iowa, m: 1989, d: 21 Oct 1999 in Fort Collins, Larimer, Colorado, USA; Age at Death: 80

.....3 **Phillip Rice**

.....3 **Elizabeth M Rice**

...2 Hester Bruce Rice b: 15 Jul 1888 in Ohio, d: 08 Jul 1959 in Los Angeles Co., CA

+ Levi Hankins b: 20 Feb 1877 in Butte, Silver Bow, Montana, USA, m: 22 Dec 1917 in Sweeny, Brazoria, Texas, USA, d: 19 Apr 1962 in Houston, Harris, TX; Age: 85

+ **SEE RIMMER & HANKINS FAMILY TREES FOR MORE INFO**

.....3 Betty Bruce Hankins b: 10 Dec 1920 in Texas, USA, d: 04 Apr 2012 ; Age: 91

.....3 Lois May Hankins b: 09 Jan 1923 in Brazoria, Texas, d: 28 Sep 1981 in Houston, Harris, Texas, USA

...2 **Abigail Rice** b: Feb 1891 in Ohio

...2 **Winifred Rice** b: Abt. 1900 in Pennsylvania, d: 05 Apr 1988 in Boulder, Boulder, Colorado

+ Jesse Alvah Guyer b: 24 May 1897 in Pennsylvania

.....3 James Alva

.....3 Mary Kathryn

...2 **Paul Hughes Rice** b: 05 Jun 1902 in Pennsylvania, d: 01 Oct 1976 in Duncan, Stephens, Oklahoma

+ Erma Cecile Johnson b: 16 Jun 1908 in Oklahoma, m: 11 Aug 1934 in Cleveland County, Oklahoma, USA, d: 12 Nov 1975 in Potter, Texas

.....3 **William F Rice**

.....3 **Robert C Rice**

.....3 **Kenneth A Rice**