



These buildings, erected in 1866, were part of the Morgan Wagon Co. The one on the left still stands and is now used by the Smith Produce Co. The other building, frame, was torn down. It was the wood work plant and the other was the blacksmith shop. The picture was made in 1893 and the men shown, from left to right, are John R. Morgan, Fitzsimmons, Wiley Burden, Wm. H. Stocker, John Ayres, Forrester, Southworth, Chas. Barker, Oavid Morgan, Sr., Gedney, Wm. W. Morgan.

His father, George B. Bedwell, came to Shelbina in 1880 and was associated with McAtee, Shipley and the late S. E. Stevenson. He went into business for himself in 1893 in the building now being used.

**M.F.A. Cooperative** was organized by farmers of Shelby, Macon and Linn counties. Its local charter was issued in 1921 when the plant located here. Its Poultry and Egg Division plant here is one of the six largest plants of its kind in the entire Midwest. Formerly it was called the Producers Cold Storage. It markets poultry products and distributes fancy dressed poultry and frozen eggs. This produce is purchased from M.F.A. exchanges in North Missouri over a radius of 75 to 100 miles. Very likely this plant is Shelby county's largest industry, touching more people than any other. It employs from 125 to 150 people. The annual payroll is from \$225,000 to \$250,000. Everett Parcels is the plant manager.

The **Shelbina Hatchery** is operated by Browne Moore. The business was started in 1926 by Howard Cowden and Mr. Moore has worked there since its beginning. The plant has a capacity of 115,000 eggs every three weeks. It is a National Plan Hatchery and serves a 9-county area. The firm buys graded eggs from producers.

**Shelbina Pottery Co.** is the town's newest industry, coming here in 1947. This plant produces three kinds of bathroom equipment, shipping to all parts of the country. Thirty people are employed and 2 kilns are in operation with 150 pieces turned out daily.

The **Ice Plant** with a 22 ton capacity was built here in 1922 by a Mr. Lilly. This business was bought in 1923 by O. L. Wright and today is the only ice manufacturing plant in the county.

A **Harness Shop** was opened by Joe Maupin and Elbert King in Shelbina in 1873. Mr. Maupin was in the harness business until his death in 1956.

A **Henderson Produce Co.** branch was opened here by J. R. Henderson of Monroe City about 1914 or 1915.

The **Connelly Store** is older than all but the Miller and Lasley businesses. The late Art Connelly was born just north of town in 1861. He and Henry Miles bought a hardware store here in 1880, selling out in the early 90s. For a year Mr. Connelly operated the city light plant, returned to work in the hardware store from 1894 to 1911 when the present firm of A. Connelly & Son was formed, now being carried on by the son, L. R. Connelly. Art Connelly died in 1943.

The **Shelbina Democrat**, included in the newspaper history, has been in continuous operation since 1869.

Mention should be made about the development of the roads from Bee-Lines of village days to the present highway system. Years ago there was a heated controversy as to the exact route of the proposed Pershing Highway from Paris to Shelbina. As one group of farmers paid for paint to mark telephone poles (which in those days signified a route) it was decided those men had a priority on the routing. And so it was that the Pershing Highway, now State Highway 15, was laid out on its present route, which was different from the way most people had been traveling. It was laid out in 1920 and has since become a main thoroughfare north and south in the state.

Pikes Peak highway was the first transcontinental highway and it was surveyed through Shelbina and paved around 1925. Traversing the state from east to west it was completed in the late 20s. In those days it was called Missouri Highway No. 8. In 1922 the state began to participate in the construction of highways and voted a 60 million dollar bond for such work. Since its paving in 1922 it has been known as U. S. Highway No. 36. The coming of paved roads led to transportation via bus lines. At times there have been operated through Shelbina such bus lines as the Santa Fe, Burlington, and Trailways, east and west, while north and south by Fletcher and by Missouri Transit Lines. Highway 36 ran through Shelbina on Maple street until this (1957) summer when a new right-of-way is being cut through the town about four blocks north of Maple.