



**Official proceedings of Central states conference
on rail and water transportation: Held under the
auspices of the Evansville Chamber of commerce,
Evansville, Indiana. December 14 and 15, 1916**

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Excerpt from Official Proceedings of Central States Conference on Rail and Water Transportation

Realizing the vital interest of the business men of the nation in a sound solution of the problems involved in the question of transportation legislation, now engaging the attention of the administration and Congress, it was suggested to the Evansville Chamber of Commerce by Mr. Henry C. Murphy, its retiring president and a member of its Board of Directors, that this Chamber of Commerce might render a valuable public service.

Mr. Murphy's plan, which has since come to be widely known as "The Evansville" Plan, was outlined to the directors of the Evansville Chamber of Commerce, and approved by them on November 11th, 1916, and was consummated in the Central States Conference on Rail and Water Transportation, held in Evansville, Indiana, on Thursday and Friday, December 14th and 15th, 1916.

The purpose of the Conference was to arouse business men to a realization of their interest and responsibility in the formulation of legislation on the subject of transportation. It was thought that if a conference of business men, representative of the six central western states, Indiana, Ohio, Kentucky, Tennessee, Missouri and Illinois, should be arranged, with a program including addresses by men of national prominence and importance, representative of all sides of the transportation question, namely: the Railways, Labor, the Investor, the Shipper and the Public; and providing also for open discussions by participants in the Conference, so that each might have an opportunity to present his views and his judgment of the attitude of his community as he conceived it, the way might be paved for much helpful publicity of the transportation problems, not only in the region covered by the Conference, but throughout the nation. From the attrition of minds thus brought together in earnest discussion and enlightened by the presentation of the various aspects of the subject by leading authorities, it was thought some common ground of agreement on at least some phases of the subject might be found and expressed in resolutions reflecting prevailing sentiment of the Conference. Thus a stimulus might be given to the discussion of the transportation problem through the adoption by other cities of the "Evansville Plan" or in some other way devised by them.

The idea of having a regional Conference comprising six states was that in this way efforts might be concentrated, and business men and representatives of civic organizations might attend with little expense and loss of time. Upon this theory the plan was prosecuted.

In more than two hundred and fifty cities and towns in the six states, the newspapers, the leading business men, including the officers and directors of all the banks, and all of the Chambers of Commerce and other civic organizations were furnished with the program of the Conference and full information about its purpose and scope.

Forty thousand circulars and programs were distributed.

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