

Semi-Centennial of the First Christian Church is to Be Celebrated This Week

Last Fifty Years Will Be Reviewed in Program of Four Days.

HISTORY OF THE CHURCH

The First Christian church, Twenty-sixth and Harney streets, will observe its semi-centennial on Wednesday, Thursday and Friday of this week and next Sunday, reviewing the last fifty years with a four days' program. The semi-centennial program will start Wednesday evening at 7:45 o'clock, W. W. Slabaugh presiding. This is to be a praise and prayer service, one of the features to be a roll call of the present membership prior to 1900. There will be an address on the subject, "Purpose and Object of Celebration," and a fellowship service.

An afternoon session will be held Thursday at 2:30 o'clock. Mrs. E. G. Jones is to preside and talk on "The Part Women Have Had in the Work." Others will talk on "Reminiscences" and "The Outlook." The evening session will start at 8 o'clock, L. W. Smith presiding. There is to be special music by the choir and an address, "Fifty Years' Growth in the Brotherhood," by Rev. A. D. Harman, dean of Corner university, and a former pastor. Other addresses will be made by Rev. George L. Peters, pastor of the North Side church, and Rev. John A. Albers, pastor of the South Side church.

Banquet Friday Evening.
A banquet is scheduled for Friday evening at 6 o'clock. J. H. Taylor will be toastmaster, with responses from the representatives of the Christian churches of Douglas county. The evening session is to start at 8 o'clock, Charles Musselman presiding. This will be known as fraternal night, short talks to be made by several pastors of the city. State Secretary William Oeschger of Bethany, Neb., will deliver an address on the subject, "Fifty Years' Growth of the Brotherhood in Nebraska."

The morning session next Sunday will start at 9:45 o'clock with the Bible school. J. R. Cain, jr., is to preside. At the regular church service at 11 o'clock the pastor, Rev. Charles C. Cobhey, will preach a sermon on the subject, "A Program of the Future."
The pastor will preside at the afternoon session at 3 o'clock. There will be a discussion of the future program of the church in terms of the Bible school, morning worship, Junior Christian Endeavor, Young People's Society Christian Endeavor, Earnest Workers, Christian Women's Board of Missions, prayer meetings and missions.

Evening services will be held at 7:45 o'clock. There is to be a vesper service by the choir and short talks and special invitations extended to join the church.

History of the Church.
The history of the First Christian church dates back to 1854, when Richard Brown organized the village of Brownville. The same year and shortly afterward Rev. Joel Wood came to the village. Both were staunch disciples, the latter an able preacher. In January, 1855, they organized the first church of any denomination in the territory of Nebraska. They were both members of the first territorial assembly, which met in Omaha in the winter of 1854 and 1855. Rev. Wood preached in Omaha during the session. Ziba Brown, an Iowa preacher, preached in 1857.

In the fall of 1861 Dungan and Denton held a meeting in a store room on Douglas street, where they had five baptisms. A small organization was effected, but the Iowa aid and co-operation ceased about that time and the weak churches shortly thereafter languished and disbanded. Charles P. Evans of Iowa, who was educated at Hiram, O., preached at various times in 1862 and 1863.

D. R. Dungan, who had much to do with the organization of the early churches in Nebraska, was appointed as missionary to Nebraska by the American Christian Missionary society in Cincinnati, O., in 1864. He succeeded J. F. Berry of Washington, Ill., the first appointee, who remained but a very short time. These appointments came from a petition to the society by five Nebraska churches meeting at Rock Bluffs, Cass county. Dungan was then teaching and preaching in Plattsmouth and vicinity.

First Church Organized.
G. R. Hand of Missouri in 1864 and 1865 preached in the Congregational church in Omaha. In 1867 Dr. Dungan, then chaplain of the third session of the Nebraska state legislature, and the last session in Omaha, organized the First church during that session, when one-half a lot was bought on the south side of Harney street between Fourteenth and Fifteenth streets. Governor Saunders gave another one-half lot adjacent to it and also gave \$800. Milo Hunt gave another \$800. With these sums and other subscriptions and the aid of the American Missionary society a church was erected on the lot. The house was dedicated by N. A. McConnell and the membership reorganized on December 12, 1867.

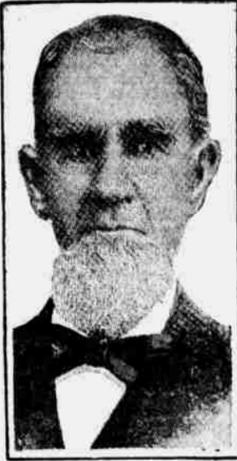
Mr. Dungan was chosen chaplain of the Nebraska senate in its first session at Lincoln. He officiated as chaplain when the corner stone of the capitol was laid. In the winter of 1869 and 1861 Israel Swihart and W. A. Denton organized a church at De Sota, then a prominent village twenty miles north of Omaha. No trace of the village exists today.

Churches Are Established.
The brethren in western Iowa worked hard to establish churches in Nebraska and in 1861 C. P. Evans, D. R. Dungan and W. A. Denton preached in the vicinity about Omaha, which then was a very small place. They established churches at Papillion Creek, Fontenelle and Ireland's Grove and preached at Bellevue and DeSota.

The first church home was on the south side of Harney street between Fourteenth and Fifteenth streets; next on the east side of Seventeenth street, where the postoffice now stands; then on the southwest corner of Twentieth and Farnam streets; then on the southeast corner of Twentieth street and Capitol avenue. After the collapsing of the church at the last named place, because of the large audience gathered in it, the time of the national convention of the church



D. R. DUNGAN



CHAS. P. EVANS

In 1902, the brethren met at various places in the city, including the Schlitz building, Sixteenth and Harney streets; Patterson block, Seventeenth and Douglas streets, and in a hall on the north side of Harney street between Eighteenth and Nineteenth streets. The next church home was the tabernacle on Nineteenth street between Farnam and Harney streets. The present beautiful church is located at Twenty-sixth and Harney streets.

Pastors Since Organization.

The pastors after the organization of 1867 have been as follows: D. R. Dungan, 1867; John W. Allen, 1870 to 1873; (his wife dying, he resigned, and no regular pastor was employed until 1878, in the meantime prayer meeting and communion services being held in the home of Mrs. W. A. Stephens); J. W. Ingram, 1878 to 1883; D. R. Lucas, until 1884; R. H. Ingram until 1886; J. H. Foye, until 1888; C. B. Newman in 1888; A. Martin, until 1890; T. E. Cramblett, until 1896; J. M. Vawter, until 1898; D. D. Burt, until 1900; S. T. Martin, until 1902; Harry G. Hill, until 1904; S. D. Dutcher, until 1908; J. M. Kersey, until 1912; A. D. Harmon, 1912 and 1913; C. E. Cobhey, who came in 1914, is the present pastor.

The two oldest pastors and those who had the most to do with the early work of the church here in the '50s and early '60s, are now living, Charles P. Evans at Arapahoe, Neb., and D. R. Dungan at Glendale, Ca. The wife of the former died a few weeks ago, and the latter, while on a trip to Honolulu recently, suffered the fracture of his right hip. Both are vigorous in mind and body.

The records show that in 1867 the following were members of the First Christian church:
Gov. Alvin Saunders, Mrs. Martha Saunders
L. E. Stephens, Saunders
William Stephens, Byron Rogers
Ella Towns, Mrs. Wm. Stephens
Samuel Adair, Oscar P. Stephens
Milton Hunt, Rachel Snowden
Samuel D. Merce, Mrs. Milton Hunt
Mrs. Phoebe VanCamp, Mrs. VanCamp
Mrs. Platt Saunders, Platt Saunders
Anna Wilcox, Laura Saunders
Mary Inda, Sarah J. Tuttle
Joseph W. Rogers, Mary Whitney
Mrs. Buckner, Eva L. Briscoe

Yanks Stick to Drill.
While the daily military drill has been discarded by several big league teams, the New York Yankees will stick to the war game. The Ban Johnson \$500 prize for the best drilled ball team looks good to the Donovan hurlers.



1-Ton, \$1,575
2-Ton, \$2,200
3 1/2-Ton, \$3,000

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Omaha Motorcycle Club To Open Season With Bennington Run

The Omaha Motorcycle club will officially open the motorcycle riding season by a club run to Bennington this afternoon. The run will start from the club's headquarters in the Crouse block, Sixteenth and Capitol avenue, at 2:30 p. m. Ross Dristy, road captain of the club, will take charge of the run. All motorcycle riders are invited to take part in the run and are requested to be at the starting place at 2:15 p. m.

Flames Fail to Hinder Cole Production at All

The advantages of the modern factory production efficiency methods in case of fire were demonstrated in connection with a fire which broke out in the temporary finishing room of the Cole Motor Car company of Indianapolis a short time ago says L. H. DeBrown, distributor of Cole cars. In spite of the threatened serious nature of the blaze, the loss was confined to about \$10,000, covered by insurance, and the production of Cole Eights was not delayed one minute.

The fire was first discovered by the night shift. By use of a special notification system every department head in both the office and factory was on the ground within a few minutes. Before they arrived, however, the flames were well under control. The damage itself consisted largely in the burning of about thirty bodies of what is known as reserve stock. Even while the firemen were fighting the blaze the foreman of the finishing room had a squad of men erecting other finishing quarters on the fourth floor. When the morning crew came on duty Friday they found a complete finishing department ready for them, and production going on just as though no fire had occurred.

The burned portion of the building was repaired and in working condition by Saturday.

Cost of Touring May Be Easily Reduced

Spring and summer touring which reached its height of popularity last season, on account of the cessation of foreign travel, probably will be even more general throughout the country this year, according to the Murphy-O'Brien Auto company, the Dodge Brothers dealer in this city. The extensive travel by motor car, they say, is due to several causes, principal among these being the ideal recreation afforded. The low cost of running expenses also is an important factor. "Undoubtedly many more car owners would spend a week or two on the

road each year if they paused to realize how easy it is to cut the expenses of such trips down almost to the mere cost of gasoline. A small equipment will do it, and at the same time

to the pleasures of the tour, because it gives the motorists exactly what they seek most in starting—life outdoors. I have in mind a camp outfit and a few cooking utensils. We could

cite you innumerable instances of delightful travel in this fashion." Persistent Advertising Is the Road to Success.

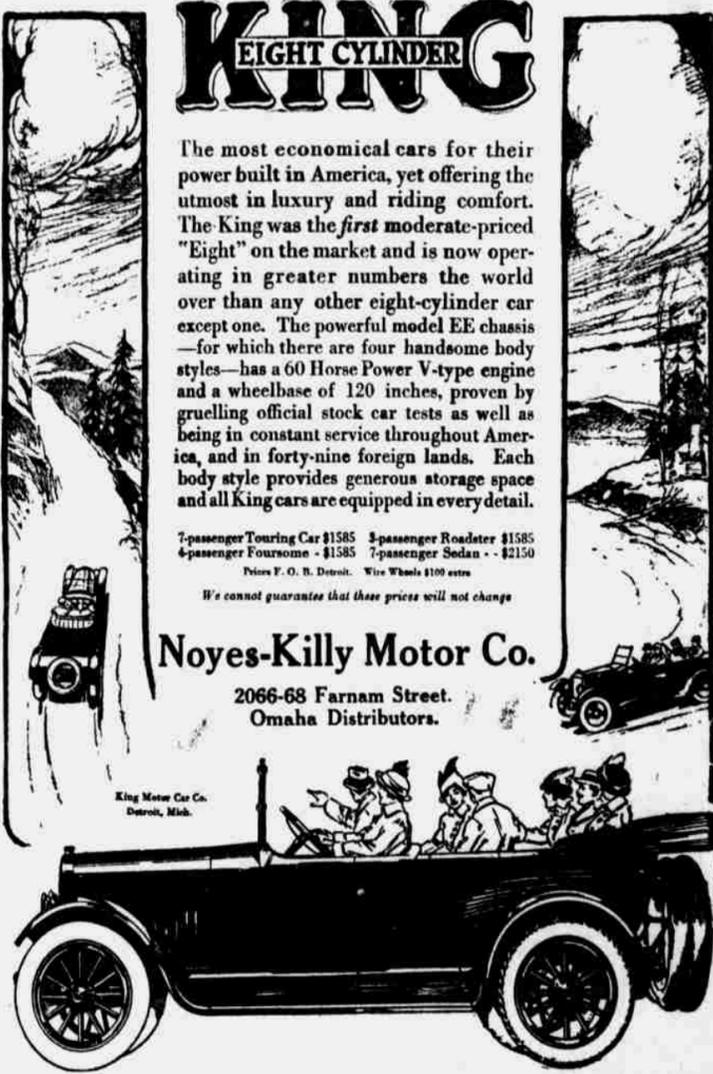
KING EIGHT CYLINDER

The most economical cars for their power built in America, yet offering the utmost in luxury and riding comfort. The King was the first moderate-priced "Eight" on the market and is now operating in greater numbers the world over than any other eight-cylinder car except one. The powerful model EE chassis—for which there are four handsome body styles—has a 60 Horse Power V-type engine and a wheelbase of 120 inches, proven by gruelling official stock car tests as well as being in constant service throughout America, and in forty-nine foreign lands. Each body style provides generous storage space and all King cars are equipped in every detail.

7-passenger Touring Car \$1585 3-passenger Roadster \$1585
4-passenger Foursome - \$1585 7-passenger Sedan - \$2150
Price F. O. B. Detroit. Wire Wheels \$100 extra
We cannot guarantee that these prices will not change

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Omaha Distributors.



YES, a MONOPOLY in HUDSON SUPER-SIX

BUT NOTE HOW WE EMPLOY IT

It is true, as some say, that the Super-Six motor constitutes a Hudson monopoly. We control it by patents. One must buy a Hudson to get it. But note how far the Super-Six undersells many cars which it out-performs.

We must expect that every possible argument will be used against the Super-Six.

The arguments used a year ago have all been disproved and abandoned. Over 28,000 Super-Six owners have proved every suspicion baseless.

Now some say, "We also have an improved Six." Some argue Eights and Twelves. And some reflect on the Super-Six monopoly.

Mark the Hudson Value

But remember that Hudson has won by performance the pinnacle place in Motordom.

The Super-Six motor has added 80 per cent to the car's efficiency.

It has proved an endurance which is yet beyond measure—probably a doubled endurance.

Against all other types, however costly, it has won all the worth-while stock-car records.

And a year has been spent to make this car, in every detail, worthy of its front-rank place.

Yet note how many rivals—all without the Super-Six motor—sell above the Hudson price. Every buyer of the Hudson Super-Six gets a value of performance which can't be matched.

Why Another Type?

Then why consider another type of motor in buying a high-grade car?

Not because of performance. The records of the Super-Six prove it supreme in that.

Not because of endurance. The Super-Six excelled—as high as 52 per cent—in the feats which prove that.

Not because of smoothness. The whole Super-Six supremacy comes through minimized vibration.

Not because of anything. If any other motor type were better, don't you know that Hudson would adopt it? Rival types are not controlled by patents.

The Friction Question

The only question is, what motor best reduces friction? For that is the aim of all.

It is motor friction that wastes power, that limits performance and that causes wear.

Friction was the limitation of the old-type Six. Friction caused the trend toward Eights and Twelves. And the solution of this problem is what stopped that trend. The Super-Six invention, by reducing friction almost to nil, gave the crown to a new-type Six.

It isn't speed, or power, or hill-climbing ability which makes the Super-Six supreme. It is endurance, due to lack of friction. That is what won those records. If that is important the Super-Six is important.

A New Gasoline Saver

The latest Hudsons have a new gasoline saver which adds greatly to their economy. They have bodies which show our final attainment in beauty, finish and luxury.

To own a Hudson Super-Six means to rule the road. And this car, in any crowd, looks the monarch that it is.

Phaeton, 7-passenger... \$1650 Limousine... \$2925 Town Car... \$2925
Cabriolet, 3-passenger... 1950 Prices f. o. b. Detroit... Town Car Landaulet... 3025
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