

## CHRISTIAN SCIENCE: THE RELIGION OF FULFILLMENT

Judge Samuel W. Greene, C. S., of Louisville, Kentucky, a member of the Board of Lectureship of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., delivered a lecture on Christian Science, Sunday afternoon, January 12, under the auspices of First Church of Christ, Scientist, Wilmette, Illinois, in the Church edifice, Central avenue and Tenth street.

The lecturer was introduced by Mrs. Eloise H. Schmidt, Second Reader.

### Synopsis of Lecture

Christian Science is not, as some have imagined, a patent cure-all, nor is it faith cure. It is not the action of will power nor the action of the human mind. On the contrary, it teaches that the human mind must yield to the Divine Mind, to that Mind which was also in Christ Jesus, and in the proportion that Christian Science is understood, it makes the life, words and acts of Christ Jesus practicable for all ages and all people.

Try as men will to see the bright side, they are always conscious that there are the sick, the sorrowful, the sinburdened, until sometimes one is constrained to believe that the whole earth is joining in one mournful lament. Christian Science comes to such with a scientific explanation of the comforting words of Jesus, "Come unto me, all ye that labor and are heavy laden, and I will give you rest." "Behold I give unto you, power to tread on serpents and scorpions, and over all the power of the enemy, and nothing shall by any means hurt you."

Up to the time of the discovery of Christian Science by Mrs. Eddy, she had probably never dreamed of being a great religious teacher or leader, and yet no other leader ever lived to see in his own lifetime such an extensive and substantial growth and organization result from his teaching. Such results, however, are to be expected always when work is done as was Mrs. Eddy's. The presence of God was not a mere theory to her, but an actual fact, which she relied upon in establishing the Christian Science movement, as well as in all other things.

Christian Science has revealed the correct concept of God. It asks the question squarely, "What is God?" and gives an answer that is satisfying. God is Love, Spirit, Life, Truth, Soul, Mind, Principle. Perhaps the word Principle as applied to God has aroused more opposition from the critics of Christian Science than any other. They insist that to speak of God as Principle robs Him of personality, takes away His Fatherhood, tenderness and other human attributes. Christian Scientists believe that it is time the world was getting away from the idea of an anthropomorphic God, a sort of superman, as Mrs. Eddy says in Science and Health, page 249, "Human philosophy has made God man-like. Christian Science makes man God-like."

When Jesus said, "Come unto me, all ye that labor and are heavy

laden," it is not to the human Jesus he was asking us to come, but to the Christ, Truth, which redeems and saves. To those of us who have but touched the hem of his garment, have but caught a faint glimpse of this Christ that heals of sin, sickness and sorrow, has come the fulfillment of the promise, "and I will give you rest."

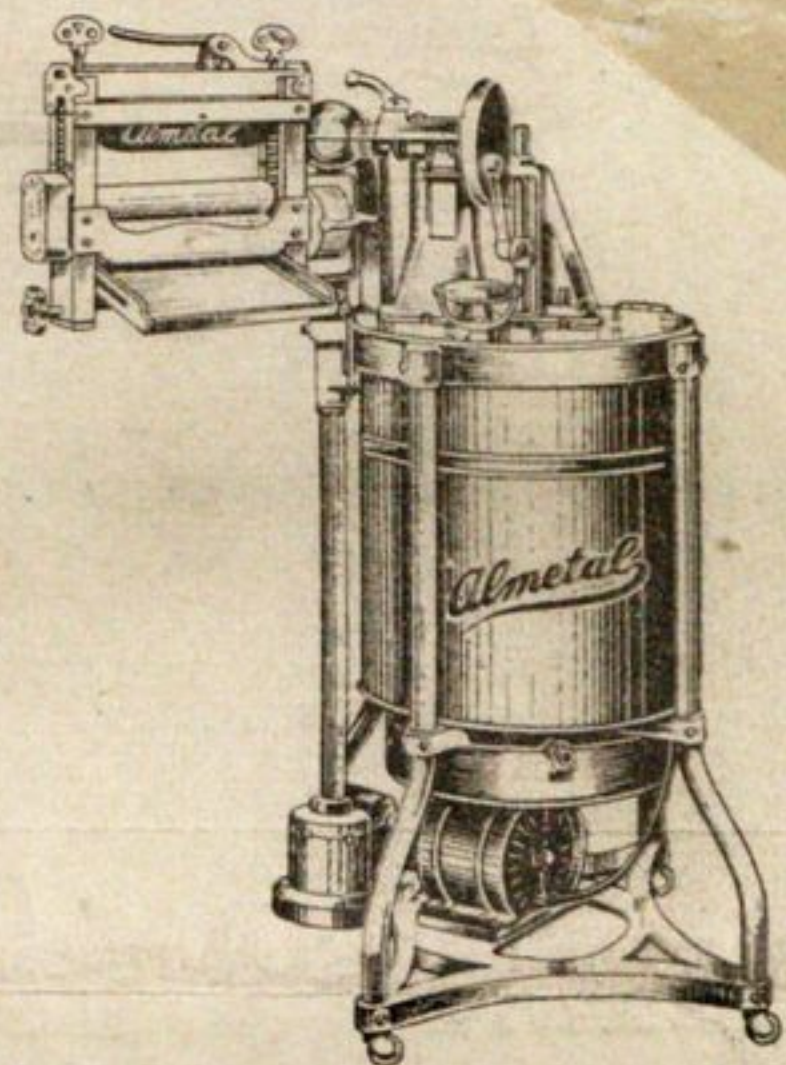
### "NOTHING BUT THE TRUTH" AT THE VICTORIA THEATER

"Nothing But The Truth" is announced for presentation at the Victoria starting Sunday matinee, January 19, under the immediate direction of G. M. Anderson and L. Lawrence Weber.

This is the farce that attracted capacity houses at the Longacre theater. The play, which is by J. Montgomery, is based upon the idea of the central figure of the story confining his speech to nothing but the truth. Just a little idea, but see this farce and you will see how vast it was in possibilities as a laugh maker when carried out. Of the players there is promised all that could be desired in artistic ability as each one has been carefully selected with the ultimate object of making this the aggregation of farceurs de luxe.

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NEXT WEEK

MONDAY AND TUESDAY JANUARY 20 and 21

## "LITTLE WOMEN"

From Louisa  
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WED., THURS. AND FRI. JAN. 22, 23, 24

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FIRST SHOWING ON THE NORTH SHORE

# Franklin Facts

A PROMINENT Evanston physician recently said to me: "Bridges, I don't see how you have the 'gall' to sell water-cooled cars when you know the Franklin is so much better."

If everyone knew as much about Franklin cars as owners of Franklin cars do, there would be such a demand for them that we would not get one-tenth enough Franklins to supply the demand.

We have three frozen radiators in our shop now for repairs. Another customer put kerosene in his radiator, and a leak caused it to catch fire, ruining the radiator, and damaging the car considerably. We just repaired a broken water pump for another customer. A lady drove up yesterday with a badly leaking radiator, stating that she had had some non-freezing solution put in a few days ago, and when she told me what kind it was I explained to her that it was nothing but calcium-chloride and water. This attacks the solder, as well as the rubber hose—then the trouble begins.

While down town recently I saw a chauffeur stop his car at 26th and Wabash. The radiator had frozen at the bottom, preventing circulation, and the water at the top of the radiator was boiling. So, when he removed the radiator cap, steam and hot water spurted up into his face, and injured him so badly that they were obliged to take him to a hospital. It is needless to say that these things wouldn't happen with a Franklin car.

We straightened the front axle, and put new radius rods in a car this week. When a radius rod bends or breaks it is impossible to steer the car, and it is likely to go into a ditch, or over the curb. There are no radius rods in the Franklin car to bend or break, and the front axle is made of steel tubing, and we never knew or heard of one bending. Very often someone calls us up to tow them in, on account of skidding into the curb and breaking a rear wheel. When the brakes are applied suddenly to a car that brakes on the rear wheels the tendency is to turn around on account of one brake holding more than the other, locking one wheel and letting the other one roll. The service brake on the Franklin car is on the drive shaft, so that the braking effect on the rear wheels is equal.

A gentleman came into our place last evening, and purchased a Franklin Sedan, and made a statement that one of his neighbors has had a Franklin car for two years, and hasn't spent a nickel on tires, or even had a puncture in that time, while HE had spent \$500 for tires in the past two years, to say nothing of blow-outs and punctures. The tires on water-cooled cars are guaranteed for 3,500 miles. The tires on the Franklin car are guaranteed for 10,000 miles, but they always last a great deal farther than that.

It is a common occurrence for a steel frame in a water-cooled car to break. We have a car in mind, in which the frame broke three times. This man is now a Franklin booster. We never heard of the wood frame in a Franklin car breaking, except in a wreck.

If there is anything that makes a man mad, it is to run out of gasoline a long way from a garage when he is in a hurry. Every Franklin car is equipped with one gallon reserve, which can be immediately turned on, and you are good for twenty miles more.

A Franklin owner recently said to me: "I may now go out to my garage, open the doors, give my Franklin a push with one hand, and it runs out into my yard. I then shut the doors, get into the car, and I'm off. When I had the old heavy water cooled car I was obliged to start the motor, and drive the car out, as it was impossible for me to push it." It takes about two hundred pounds to push the ordinary water cooled car, while it takes only forty pounds pressure to move the Franklin.

Another customer recently said, "When I had my old eight cylinder car I had to get my valves ground about every seven hundred miles, which meant laying my car up for two or three days once a month." He hasn't lost a minute's time since he's had his Franklin, about six months. It's customary to grind the valves once a year on a Franklin; in other words, about every 10,000 miles.

A number of people carry ether with them in their cars to start the motor in cold weather. Others wrap rags around the intake manifolds, and pour boiling water over the rags to get started. Every new Franklin is equipped with an electric gasoline heater that heats the gasoline to the boiling point in ten seconds. You can start a new Franklin car with the temperature at twenty below zero, and not run the battery down. Suppose the battery should be run down from not using the car for a long time; there is an extra coil on every new Franklin car, and by simply pulling a button on the dash the voltage to the spark plugs is doubled.

While attempting to cross a railroad track at Morton Grove recently a man drove into some soft gravel and "killed" his motor, while the train killed him. If he had had a Franklin car this wouldn't have happened, as you can't "kill" the motor in a Franklin.

If we should tell you ALL the good points about a Franklin car perhaps you would want one.

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