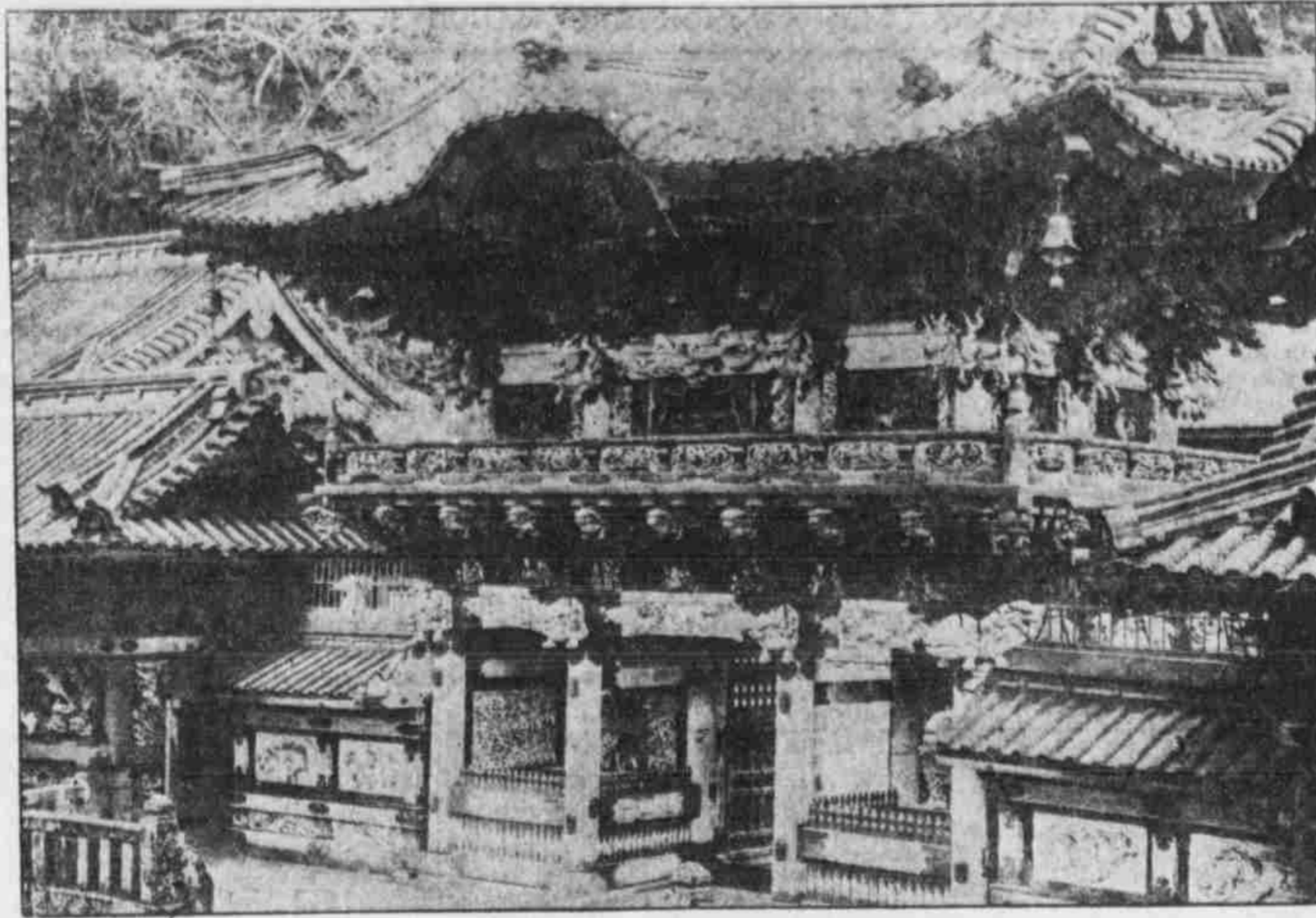


# Buddhism in Japan Adopts Christian Methods and Increases Following



BUDDHA AT HIUGA.



TEMPLES ARE LIKE JEWELS.



BUDDHA AT KANAKURA.

(Copyright, 1909, by Frank G. Carpenter.)  
**K**YOTO.—(Special Correspondence of The Bee.)—I am told that the Japanese Buddhists are about to build a temple in Seattle. It will have a huge sitting statue of Buddha as an object of worship and all the up-to-date characteristics of a modern church. The Buddhists have begun to send their missionaries to our country. They have stations in the Hawaiian Islands, San Francisco, Los Angeles and Boston, and I understand a Japanese priest is to be sent to work in Philadelphia. They have organized several Sunday schools in Japan, and some of the sects are now using the Sabbath as their favorite preaching day. They have established some young men's associations on the plan of our Young Men's Christian associations, and they are educating their priests. They have founded schools for this purpose, and have so-called universities in which something like 9,000 students are in attendance. Their schools are along liberal lines, and are by no means confined to the Buddhist doctrines. They study all religions, and in some schools the Bible is used as a text book. They occasionally have our missionaries to lecture for them, and there are Christians among their teachers. The Buddhists here have recently sent priests to Tibet to bring back the secrets of the religion from that country. There were three who went, and only one has returned, the others having been murdered by the Tibetans.

### Millions for Buddhism.

Indeed, no one can stay long in Japan and look upon the native religions as entirely dead. These people are naturally religious and they spend enormous sums in support of their faith. There is great liberality of thought among the upper classes, but the masses are temple worshippers and every house has its shrine. There are in all Japan, I venture, more places of worship than in the United States. In all our denominations we have just a little more than 200,000 church organizations, and these

include Catholics and Protestants, Monrovi-ans and Dunkards and also the forty-seven Chinese Buddhist and the nine Japanese Buddhist and Shinto establishments. Here there are 165,000 shrines alone and more than 160,000 temples. There are more than 1,000 temples in this city of Kyoto and some of them are far more grand and more costly than any church of the United States. Our national library, which is perhaps the finest building of its kind in the world, cost over \$10,000,000. The Higashi Hongwanji temple of Kyoto cost \$3,000,000 and it was about eleven years in building. It covers about as much ground as the capitol at Washington and its great audience room takes 90 yards of matting to carpet it.

The temple is an immense building with a ridge roof, which slopes downward in the shape of a bow, overhanging the walls. The roof is upheld by mighty beams and the interior is a mass of carving. The walls are made of sliding screens, upon which are paintings by old Japanese masters, and the ceilings are of richly painted panels framed in lacquer, with brass lanterns, each as large as a hoghead, hanging from them. During a recent visit to the temple I saw 1,000 men, women and children sitting on their bare heels listening to a bald-headed priest reading a sermon, and as they went out I saw each of them throw one or two coins into the great money chest which stands there always ready for contributions. This temple has an income of about \$200,000 a year and a celebration which it had a few years ago in honor of the death of one of its patriarchs cost almost a million. At one time the temple needed a loan of \$60,000 for a term of six months and it is said that one of the Japanese banks advanced the money, taking the key of the contribution box for security. At the end of every week the bank sent an official to the temple, and he had back all of that money, including the interest upon it, long before the note was due.

**Gave Their Hair to Buddha.**  
 Buddhism as a religion has little esteem for women. One of the sects has a saying



BUDDHIST PRIEST.

that the sins of any good woman are greater than those of the thousand worst men who have ever lived. Nevertheless, Buddhism came into Japan through a



SHINTO PRIEST.

woman and it is supported largely by women. The woman who brought it here was the Empress Jingo, who conquered Korea centuries ago, and in consequence

introduced the religion of that country. The women who are supporting it form a large proportion of the Japanese people. I see them tramping in crowds on pil-

grimages to the various shrines, I find them praying by the roadside, and they are in evidence in every temple. One of the most remarkable examples of their faith is shown in the Higashi Hongwanji structure, to which I have just referred. The building was made largely by voluntary work on the part of the people, and women by the hundreds sided in it. They not only gave their work, but thousands of them cut off their hair as an offering to Buddha, and this hair was twisted and braided into great cables to drag the logs, of which the temple is built. A big coil of these ropes now lies outside the temple door, and I had a chance to carefully examine them. Some were so large that when I tried to clasp them with my hands my thumbs and fingers would not meet. I pressed upon them, and they were as dry as ropes of manila hemp. All the oil had gone out of the hair and it looked more dead than alive. There was an enormous quantity of these ropes, and the priests told me that they contained the locks of 20,000 women. As I looked I could see that they represented all ages. In some places the fine silky black hair of the maidens was twisted in and out with the whitened locks of old women, and at the ends of the cables, where the strands had become loosened, the hair hung down like the tail of a horse in mixed white and black manes. One cable alone contained the hair of 2,000 women. When it is remembered that the hair of the Japanese girl is her chief adornment, and that she prizes it even more highly than our maidens do theirs, it will be seen what this offering means.

### Nikko and Shiba.

Kyoto has other temples almost as large as the Nishi Hongwanji, and there are some which are even more beautiful in the eastern part of the empire. Take those which contain the tombs of the shoguns at Shiba in Tokio. They are devoted to the worship of Shinto, and are a mass of carving and work of fine art. They are more like great jewels than

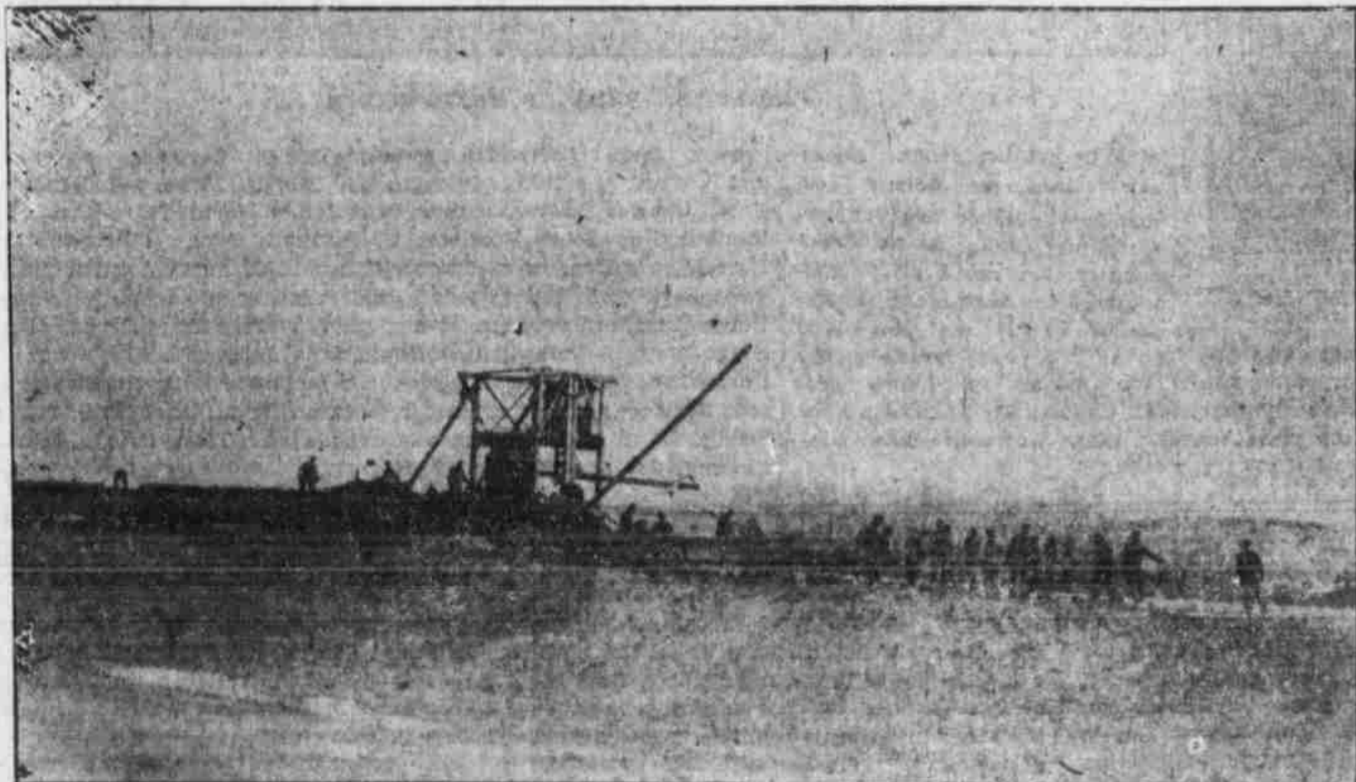
pieces of Japanese architecture. They are gorgeous with gold leaf, paintings and carvings of lacquer, plated with gold. One goes through courtyard after courtyard, through roofed gates 100 feet high, and enters a building floored with lacquer like jet, so bright that you can see yourself in it. The temple steps are more highly polished than the top of any piano, and their legs are bound with carved brass of beautiful patterns. Inside there are great urns of gold lacquer as big around as a flour barrel, and you stand under a mass of carvings, upheld by pillars of brass inside walls of gold. It is behind these structures that the shogun lies, his tomb being a single block of gray granite, about five feet by ten feet in size.

### Some Mighty Statues of Buddha.

Every one has heard of the statue of Buddha at Kamakura. I have spent a week in its shadow during my stay in Japan. It is an immense sitting figure, made of bronze plates, so fitted together that it looks as though it were cut out of a sculptor, and forming altogether one of the great art works of the world. The figure is enormous. It is as high as a five-story house, and from knee to knee it measures thirty-five feet. Its eyes are of pure gold and they are more than three feet in length; while the ears are so long that if you stood in the hole of one of the lobes you could not reach the top. This Buddha has a mouth a yard wide. Its face is eight feet long and its thumb is just one foot in thickness. Its beautiful head is covered with what looks like curls, but which the Japanese tell us represent snails. Tradition says that Buddha was so kind to all animal creation that the snails, as an evidence of their gratitude, crawled upon his head to shield him from the sun. There are more than 800 such.

(Continued on Page Three.)

# Triumph of the Railroad Builder in Overcoming Mountain Barriers



LAYING TRACK AT THE RATE OF FIVE MILES A DAY.

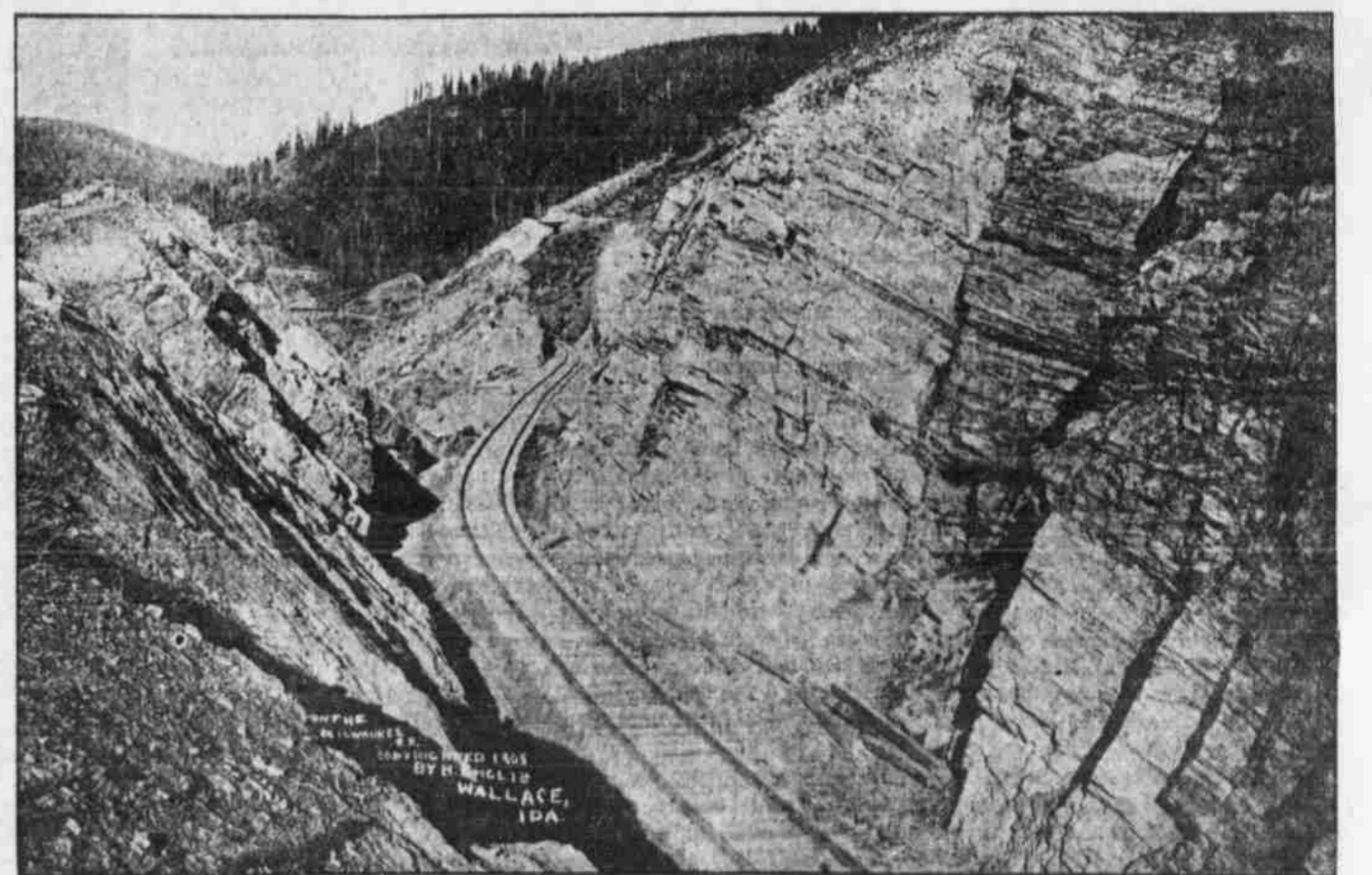
**W**ITH the completion to the Pacific coast in the near future of the extension of the Chicago, Milwaukee & St. Paul railway (now known as the Chicago, Milwaukee & Puget Sound railway) one more of the great railroad systems of the west will be entitled to rank as a transcontinental line. For the beginnings of this great railway system we must go back to the year 1855, when the Minnesota Central, now known as the Iowa and Minnesota division of the Chicago, Milwaukee & St. Paul railway, was completed to Fairbault, Minn. This road reached the Iowa line in 1866, and was completed to St. Paul in 1867. Since that time the growth of the system has been rapid, the total mileage reaching 4,721 miles in 1874, 6,065 miles in 1882, 6,382 miles in 1888, 7,284 miles in 1897, and 7,431 miles in 1902. The total length of the extension now being completed from the Missouri river to the coast is 1,400 miles, and by the time it is opened the total mileage of the whole system will have reached 5,000 miles.

It is probable that by the time of its completion the new line will have created a record for rapidity of construction. Work was begun in April, 1906, and if the expectations of the engineers and contractors are fulfilled, the last main line rail will be laid by April 1, 1908, and the whole stretch of 1,400 miles will have been built in the remarkably short time of two years. During this period 61,000,000 cubic yards of material will have been excavated, 260,000 yards of tunnel driven, 30 miles of bridges erected, and 20,000 tons of 45-pound rails laid, at a total cost of \$8,000,000.

Mont, the maximum eastbound grade is 0.2 per cent, and between Piedmont and Butte, crossing the continental divide, the ruling grade is 1.06 per cent, compensated, as in all other instances, for curvature.

Between Butte and the Bitter Root mountains the line follows the Deer Lodge, Hell Gate and Missoula rivers, and the ruling eastbound grade is 0.4 per cent, except between Deer Lodge and Butte, where it is 0.6 per cent. The Bitter Root mountains are crossed with a maximum grade of 1.1 per cent, and from there to the Columbia river the maximum of 0.4 per cent is maintained. Johnson Creek summit, about twenty miles west of the Columbia river, is crossed with a maximum eastbound grade of 1.5 per cent, and the Cascades will be crossed with a maximum of 2.7. On the approach to the Cascades from Puget sound the maximum grade is 0.8 per cent.

The new line begins at the town of Moberly in South Dakota, and crosses the Missouri at a point about 100 miles due west of Aberdeen by a handsome steel bridge, which forms the subject of one of our illustrations. It is carried upon four concrete and stone piers, the foundations for three of which were put in by the pneumatic caisson process. Pier No. 3 was sunk to a depth of 90 feet 6 inches below low water. The bridge consists of a steel through-truss span of 238 feet on the east approach, followed by three steel through-truss spans, each 123 feet 4 inches in length, which form the main bridge. The west approach consists of 231 feet of steel viaduct and 1,389 feet of timber trestle. The filling of the timber trestle will be completed this season. After crossing the Missouri the line parallels the state line through the Standing Rock Indian reservation, and swings into North Dakota, touching several small towns, including Marmarth, on the Little Missouri river, where one of the division points will be established. Thence, it proceeds to Terry, Mont., on the Yellowstone river, and four miles to the west of Terry it crosses the Northern Pacific by an overhead bridge, and follows the line of the Yellowstone river to Miles City, Mont., where large division terminals are being built. The road passes through the valley of the Mussel-



CUT ABOUT FOURTEEN MILES WEST OF ST. PAUL TUNNEL ON THE NEW MILWAUKEE COAST LINE.

shell river, and at Harlowton joins the Montana railroad, on which a large amount of work has been done in the way of reducing grades and curvature to accommodate the expected heavy traffic. At Lombard the new line again crosses the Northern Pacific railway, and then climbs the great continental divide between Piedmont on the eastern side of the Rockies and the city of Butte on the west. At an elevation of 4,500 feet, the road pierces the mountains at the head of Pipestone pass. The summit work includes two tunnels, respectively 2,328 and 1,148 feet in length, and three steel trestles over ravines from

100 to 150 feet deep and from 400 to 600 feet wide. From Butte the road will pass via the broad and fertile Deer Lodge valley to Garrison and Missoula, Mont., and date the expected heavy traffic. At Lombard the new line again crosses the Northern Pacific railway, and then climbs the great continental divide between Piedmont on the eastern side of the Rockies and the city of Butte on the west. At an elevation of 4,500 feet, the road pierces the mountains at the head of Pipestone pass. The summit work includes two tunnels, respectively 2,328 and 1,148 feet in length, and three steel trestles over ravines from

ably the richest timber lands in the state of Washington; and then, following the Cedar River valley to Maple valley, it runs into the populous and thriving cities of Seattle and Tacoma on the Pacific coast. The line to Tacoma runs through Kent and Auburn, passes through Summit and North Puyallup, crossing the river of that name, and then entering the famous seaport of Tacoma.

Although for a considerable portion of its distance the new line traverses approximately the same country as the Northern Pacific, for the greater part of the distance it will open entirely new sections, in which are included some large areas of fertile agricultural country, and extensive districts that are rich in mineral and forest wealth. The new line will have an advantage over the present lines to North Pacific coast points in lower grades and shorter mileage. The development of the country through which it passes, and the carriage of freight and passengers to and from the large areas which will be tributaries to the line, are not by any means the sole objects for which it has been built. Its promoters are looking beyond the broad Pacific, in the expectation of sharing that large and ever accumulating trade, which has already assumed considerable proportions, between the orient and the leading ports of the northwest. Traffic arrangements have already been made with certain lines of steamers to operate in connection with the new transcontinental route.



MILWAUKEE'S NEW TWO-MILLION-DOLLAR BRIDGE ACROSS THE MISSOURI.