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WILL DRAIN THE WONDERFUL COMSTOCK LODE. Contracts Let for the Undertaking.

NEED POWERFUL MACHINERY TO PUMP TEN MILLION GALLONS OF WATER A DAY.

Should the Work Prove Successful, It is Expected to Open a Large Unexplored Territory.

The first steps looking to the draining of the great Comstock lode, from which treasure house so much wealth has been drawn, were taken yesterday.

At a meeting of the Comstock Pumping Company, held yesterday in the Consolidated California and Virginia Company's office, the contract for the work was awarded the Rison Iron Works.

The principal bidders were the Rix Compressed Air Machine Company, H. R. Worthington, Rison Iron Works, Union Iron Works, Frazier & Chalmers, General Electric Company and Westinghouse Electric Company.

Some of the bids were complete, offering to furnish machinery and to do the pumping, while others were incomplete and the bidders asked for additional time.

The contract finally narrowed down to the Rison Iron Works and the Rix Company.

The former offered to furnish a plant capable of pumping 10,000,000 gallons of water per day from the Consolidated and California shaft into Sutter Tunnel at the

1000-foot level. They also agreed to operate the same until the water was lowered to the 500-foot level, and then to the 200-foot level on the lode.

Their bid was \$30,000, payment being contingent upon the water being lowered to the 200-foot level.

The successful bidders were represented by R. S. Moore, vice-president of the company, and George H. Evans, inventor of the system which will be used.

The engineers who presented the scheme for the Rison were Frank M. Leland and Thomas J. Barbour, both of long experience on the Comstock in early days.

The system under which the pumping will be done is water jet, working under a head of 2000 pounds pressure, discharging this water through a contracted throat, the vacuum produced by the pressure and velocity of this water carries a continuous stream from the lower shaft to the Sutter Tunnel, thus discharging it.

TO PROTECT THE CITY'S CHILDREN APPEAL FOR DECENCY FROM REV. FATHER CARAHER.

He Declares the Conditions Existing Seriously Endanger the Morals of the Young.

The following letter has been addressed to The Call by Rev. Father Caraher of St. Francis Church:

Editor of The Call—Dear Sir: Permit me to direct the attention of the public through the medium of your columns to the deplorable and shocking state of immorality that exists in this northern part of the city.

Some time ago, in the vicinity of the Rison shaft, in the vicinity of California and Dupont streets, many of these women, who are known as "ladies," came in this direction and to the above-mentioned quarter, and have greatly added to the immorality of the city.

Again, preparations are being now made in Pacific alley, which is already in a number of houses and courts of this vicinity, to receive the women who are expected to be driven from their present haunts around Pine, California and Dupont streets.

There is no section of this city so thickly inhabited by children as the one that is known as North Beach, and every street from Bay to Broadway extending with the opening of parents of every nationality.

Now, these women, who are known as "ladies," come on week days to pass by the sickening cesspools that I have already mentioned on their way to school and on Sundays on their way to church.

The sights that have been meeting their eyes, particularly since the troops were removed from the locality, are of a revolting nature, and sufficient to pollute their tender hearts.

Deeply affected by the slaughter of our innocents, some weeks ago I laid the case in a letter before the Board of Police, but that public guardian of virtue did not deign to acknowledge the receipt of my communication.

As the Chief of Police has answered my appeal in behalf of the children, and as they are now to be quartered in other parts of the city, I would like to draw your attention to the evil complained of, and to be stamped out by appealing it over the city.

I maintain that the evil complained of is not to be stamped out by appealing it over the city. I maintain that the evil complained of is not to be stamped out by appealing it over the city.

Secondly—in the area inhabited by these fallen women, the children are in a deplorable state.

Finally, Mr. Editor, having made this complete statement of the case, I feel confident that the residents of this section of the city will take a determined stand against the evil complained of, and that the Board of Supervisors will be neither cajoled nor coerced into any unjust compromise of the case.

F. CARAHER, St. Francis Church.

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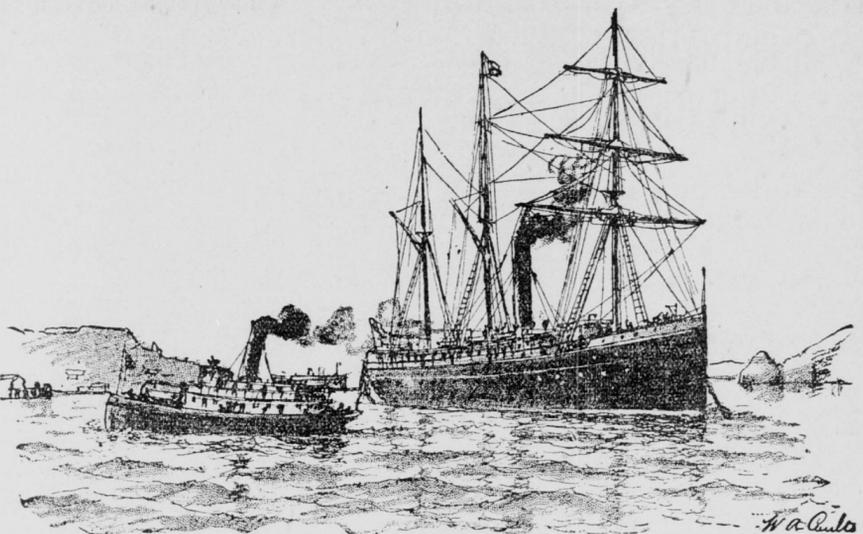
They are incorporated under the laws of California for \$25,000, and have the largest and best-equipped institution of the kind in America.

These successful doctors cure Chronic Diseases, Consumption in the first and second stages, Catarrh in all its various forms, and all ailments, including all diseases and weakness of women.

Free Consultation. And treatise on any disease at office or by mail.

ENGLISH AND GERMAN SPECIALISTS, 7-31 Market St., San Francisco, Cal. TAKE ELEVATOR. Hours—9 to 12, 2 to 8 daily. Evenings 7 to 8. Sundays 9 to 11.

TAKING OFF THE SICK.



The McDowell Conveying the Invalid Soldiers From the Rio Janeiro to the Presidio Wharf.

RIO JANEIRO BRINGS MANY SICK SOLDIERS

Eight Died on the Trip Across. ALL TAKEN TO THE HOSPITAL

MOST OF THEM ARE SICK WITH FEVER AND DYSENTERY.

List of Those Who Died and of the Men Who Retired while on Board of the Vessel.

The Government transport Rio Janeiro, with 132 sick soldiers on board, arrived at quarantine yesterday morning from Manila.

The vessel left the Philippine Islands six weeks ago, and came by way of Hongkong and Nagasaki. Dr. G. W. Daywalt of this city, one of the assistant surgeons that left with the hospital, was in charge of the sick soldiers returning on the Rio Janeiro.

He gave the men the best of attention, and they speak in grateful terms of him. Eight of the soldiers died at sea, and all of these were consigned to the deep with the exception of three, whose bodies were embalmed and brought on board.

H. H. Stube and E. J. Plake of the First California Regiment, died upon the voyage. A dozen are considered critically ill.

As soon as the quarantine officers had made their inspection of the vessel the sick were taken on the Government boat McDowell and transported to the Presidio wharf, where they were met by the ambulances from the Division Hospital.

Major Matthews personally superintended the unloading of the sick and their transfer to the hospital. About thirty of these women, who are known as "ladies," came in this direction and to the above-mentioned quarter, and have greatly added to the immorality of the city.

Again, preparations are being now made in Pacific alley, which is already in a number of houses and courts of this vicinity, to receive the women who are expected to be driven from their present haunts around Pine, California and Dupont streets.

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F. CARAHER, St. Francis Church.

CONNEMARA ADOS LAURELS TO HIS FAME

Great Day of Sport at Ingleside Park. ROYAL PRIZE BEATS MYSTIC

NEARLY ALL THE HARES GET AWAY.

To-Day's Finish Will Be Long Remembered by the Sports—Four Courses That May Sell Even—Large Crowds.

Yesterday was a day of rare sport at Ingleside. The hares ran fast and about three out of every five slipped through the bars and away from the dogs.

The ground was in the best of condition and the sports say that no better courses were ever run on the track. Connemara made a good record and Royal Prize, who bested Right Bower at Union Park last Sunday, added another feather to his cap by running away from Mystic.

The betting was good and most of the coin was laid down on the favorites. Only eight short-enders won any money for their backers, but their backers were not many.

The highest winning odds were 5 to 1 on Signal against Mercury.

American Eagle scored 25 points against Liberty's 2, and Olga scored the same number, while the other dog, Royal Oak, scored 10.

There were only two numbers where the dogs were obliged to start again; one of them was between Liberty and American Eagle, in which neither animal saw the hare and ran around aimlessly until the rabbit was out of bounds.

A number of spectators who take in the Saturday courses is constantly increasing and the crowd stayed the sport over yesterday.

The following is a prediction of the result of the race on the 23rd, which will be the last run of the season.

White Rocket, Bartels Brothers' Mind Your Eye will beat J. Moran's Miss Dividend; P. Brophy's Mac's Melody will beat R. Julian's Signal; Handy & Smith's Victor will beat J. Moran's Miss Dividend; P. Brophy's Mac's Melody will beat R. Julian's Signal; Handy & Smith's Victor will beat J. Moran's Miss Dividend.

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THE SICK.

First California—Private W. R. Hanna, Company F, Private G. Amussen, Company A; H. D. Byrd, R. Cutler, H. B. Stube, Company F; A. W. S. Fiske, Hospital; W. L. Mitchell, Company K; F. L. Kelly, Company M; F. W. Manning, Company G.

Fourth United States Infantry—Private J. Harrington, Company C; W. L. Reichard, Company I; Elmer G. Bonham, Company G; J. O. Hupp, John L. Tevis, E. Knapp, Company E; Isaac M. Hamel, Company F; T. M. Crawford, Company H.

Twenty-third United States Infantry—Corporal A. D. Murray, Company D; Private Harry Booker, R. R. Parker, F. W. Tucker, C. A. Morgan, Harvey Kahoon, Company C; J. R.

Ricketts, Company F; J. A. Thuma, Company G; Aaron Zwick, Company L.

Astor Battery—Sergeant Charles Van Pel and Robert H. Sillman, Corporal Haliday Van Horn and Private Sidney May, H. P. Shuter and James Wood.

Light Artillery—Private W. I. Rowland, Battery A; G. J. Bluth, Chris Wagner, George Lacey, Battery B.

First Nebraska—Sergeant John E. Bunker, Corporal David Small, Company F; Corporal Harry L. Hart, Company E; Sergeant James Rice, Company G; Private Leuze, Company E; L. J. Nicholas, Antonio E. Johnson, Company F; Private Christian, Company A; Walter J. Cook, Company L.

First Montana—Sergeant Stewart H. Reid, Company A; Private Patrick Swine, Company A; A. Cole, Company D; Frank Stusa, Company L; Henry J. Jabbe, Company M.

First Pennsylvania—Private Arthur Johnson, Company A; Private J. L. Ashenfelder, Frank M. Clark, Company C; George H. Chapman, Company H; George Anderson, Company L.

Second Oregon—Private Lee M. Travis, Silvey Wood, Company C; A. L. Kucholmer, Company G; J. M. Jones, E. J. Ordway, Company H; Gordon P. Brooks, Company K; Tenth Pennsylvania—Private Fred Menefee, Charles Wallace, Charles Carter, Company A; Private J. M. Jones, E. J. Ordway, Company H; Gordon P. Brooks, Company K.

First South Dakota—Private Raymond Tennant, Company F.

Private Clarence P. Rice, Company E, Thirteenth Minnesota, was one of the men who was wounded in the night attack on the 21st, and was brought to the right lung with a Mauder bullet, but has entirely recovered. He declares that the night fight was the worst of his military career.

Private Charles J. Tutthill of the Corps of Engineers, and Private Henry Wendt of the Idaho Battalion were sent back as being insane. Tutthill appears to be perfectly sane in his remarks and demeanor.

Dr. Daywalt states that dysentery and typhoid fever are the most prevalent of the ailments that the troops have to mostly contend with. The rate of mortality is small, and the doctors say that the troops are enjoying excellent health.

A GOOD MEDICAL STAFF. Dr. G. W. Daywalt Tells of the Life on the Transports.

Dr. G. W. Daywalt, who had charge of the sick men on the Rio de Janeiro, tells an interesting story of the life on the transport and is loud in his praise of the medical staff at Manila.

He attributes the good condition of the men when they landed to the good treatment received on shipboard. The food was both abundant and of the best quality, and Dr. Daywalt says that his patients had no complaint of any kind.

The ship left Manila on the 23rd and touched at Hongkong on the 25th, where six hours shore leave was given all who were able to move around, Captain Ward furnishing a tug to take the men ashore.

Dr. Daywalt says that the medical staff of the ship left Manila on the 23rd and touched at Hongkong on the 25th, where six hours shore leave was given all who were able to move around, Captain Ward furnishing a tug to take the men ashore.

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