



VIRGINIA—THE WHEELING BRIDGE ACROSS THE OHIO, DURING CONSTRUCTION.

**ILLUSTRATIONS**

**THE WHEELING, W. VA., BRIDGE AND TERMINAL SYSTEM.**

The bridge and belt line system of railways, illustrated in this issue, at Wheeling, W. Va., are approaching completion. First there was to be a line from Cornersville to Wheeling. Second, a line from Bowerston, Ohio, to Wheeling. Third, a double-track bridge over the Ohio at Wheeling. Fourth, a belt line of road around the city of Wheeling, and connecting with every road in the city. All these things were to be built on the union principle—that is, any road wishing to do so might use all or any part of any of the lines or the bridge for a certain rental per annum, or per car of freight transported. The forty miles of road from Wheeling to Bowerston are to tap a dozen short lines now running from the lake to points within easy distance from the new union line and bring them all to Wheeling. The prime feature of the system is, however, to connect the city of Wheeling with Martin's Ferry, just across the river, and bring all the lines that end there now into the city and furnish for them independent switching facilities and terminal connections. The main system includes ten and one-half miles of track, beginning at the upper end of Martin's Ferry and continuing across the river, through three tunnels to the extreme south end of Wheeling, and connecting with the Wheeling & Lake Erie, Pittsburgh, Wheeling & Kentucky, Cleveland, Lorain and Wheeling, Cleveland and Pittsburgh, Ohio River, Baltimore & Ohio and Panhandle railroads. The three tunnels are 537 feet, 1,203 feet, and 2,406 feet long,

**Boils and Pimples**

Are nature's efforts to eliminate poison from the blood. This result may be accomplished much more effectually, as well as agreeably, through the proper excretory channels, by the use of Ayer's Sarsaparilla.

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**Ayer's Sarsaparilla**

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respectively. The Ohio is crossed by a bridge 2,097 feet long, double-track throughout and built with five spans, one 152 feet long, one 525 feet long, and three 250 feet long. The approaches are 317 feet and 353 feet, respectively.

**FRANCE.—BEFORE PARIS, JANUARY 20, 1871.**

The alarmed Empress fled to England, and the rapid progress of the war soon brought the advancing German army within a short distance of the city, where the most energetic measures were in progress for defense. On Sept. 19 a sortie under Gen. Ducrot proved fruitless as a means of hindering the advance, and his troops were driven back. In the two weeks following, the investment of Paris by the German armies was made complete. The forces of the besieged at the time of the investment were, according to the *Journal Officiel*, as follows: the 13th and 14th corps of the line, in round numbers 50,000 men, under Gens. Vinoy and Renault; a corps of government and railway employees and volunteers, and a body of cavalry in all about 30,000, under Ducrot; 100,000 men of the *garde mobile* and 10,000 marines, under various commanders; 60 old and 194 new battalions of the national guard; grand total, about 400,000 men. Gen. Trochu, president of the government of the national defense, was commandant of the city. The forces of the besiegers, and their arrangement about the city were as follows: the "third army" (5th, 6th, and 11th Prussian corps, two Bavarian and two Wirtemberg corps), under the crown prince of Prussia, embraced the S. and S. E. front from Sevres to the Marne; and the "army of the Meuse" (12th Saxon and two Prussian corps), under the crown prince (now king) of Saxony, embraced the N. and N. E. front; the whole besieging force numbering about 220,000 men. On Sept. 20 the Prussian crown prince, and on Oct. 5 the king, took up their headquarters at Versailles; those of the Saxon crown prince were at Grand Tremblay. From Sept. 20 the lines of the Germans were constantly drawn more and more closely about Paris, and the siege from their side presents little more than the regular progress of military operations, hardly interrupted until their successful end. Its history from the side of the besieged, however, is entirely different. Every expedient for breaking the lines of the besiegers was debated; and desperate but unsuccessful sorties were made on Sept. 30 (Gen. Vinoy with 10,000 men in the direction of Choisy), Oct. 13 (reconnaissance under Trochu toward Châtillon), Oct. 21 (Gens. Noël and others toward Bougival, Malmaison, etc.), Oct. 28 (the French capturing Le Bourget, which was recaptured after a violent conflict on the 30th), Nov. 29 and 30 (fighting at Mont-Mesly, Champigny, Villiers, and Brie, all of which were taken by the French and retaken by the Germans within a few days), and Dec. 21 (Trochu toward Le Bourget). On Dec. 27 at 7½ A.M., the Germans, who had finally decided upon and prepared for this measure, began a vigorous bombardment of the city, directing it first of all against the forts on the east side, the fire of which was practically silenced by Jan. 1. On the 5th of that month the bombardment of the southern forts was begun, and on that day, too, the first shells fell in the city itself, in the Luxembourg gardens. On the 13th, 14th, and 15th the French made further unsuccessful sorties in various directions; and on the 19th Trochu once more undertook a grand sally from Mont Valérien and that side of the city, against

the German left wing, with more than 100,000 men. An obstinate conflict followed, but the French were finally driven back with heavy loss. All hope of saving the city was now over; on the 20th Trochu resigned the governorship; and on the evening of the 23d Jules Favre appeared at Versailles to begin negotiations for the capitulation, which finally surrendered on Jan. 28. Our illustration shows Emperor William, Von Moltke, and Bismarck watching the progress of the siege on the 20th.—(See page 4.)

**ICE BOATS ON THE RIVER HUDSON RACING THE CHICAGO LIMITED EXPRESS.**

The passengers by the Chicago Limited, on the Hudson River Railway, had front seats for a very exciting spectacle last week. The Lightning Express, bound West, caught up with an ice-boat race above Poughkeepsie, and, as the boats were cutting along in the same direction, the contest now lay between the iron horse and the steel-keeled cutters. The yachtsmen gave three cheers as the struggle commenced, which were defiantly responded to with three whistles from the locomotive, and for at least fifteen minutes it was a neck and neck struggle, the yachts tearing along at sixty miles an hour, the train doing the same. At length, however, a divergence in the line caused the Express to disappear, and with three whistles of adieu gave up the race.—(See pages 8 and 9.)

*The phenomenal success of ONCE A WEEK and its LIBRARY has compelled our removal to a mammoth building occupying twenty city lots, beginning with No. 521 West Thirteenth street and running through to Fourteenth street. This is the largest printing house in the world. A detailed description of this enormous concern will duly appear.*

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