

FIRST EDITION

THE MISSISSIPPI DISASTER.

The Bonnet Carre Crevasse.

Terrible Murder in Illinois.

Narrow Escape of an Aeronaut.

The Commonwealth Insurance Co.

Proofs of Defalcation.

THE BONNET CARRE CREVASSE.

The Break 130 to 140 Feet Wide—Hush of Water Tremendous—His Hoar Heard for Two or Three Miles.

The N. O. Times of the 23d inst. says:—

We have just received the following statement from a gentleman who visited the crevasse at Bonnet Carre on Thursday night:—

KENNES, April 21.—To the Editor of the New Orleans Times:—I returned on a visit to the crevasse a little before 1 o'clock last night. The break when I left was 130 feet wide, and the water was rising at a very high rate, but it is not in front of a water barrier, but it is a cataract—and you may hear the roar for two or three miles.

While I was there, I saw a perceptible attraction of the banks, the pressure of water seeming to help to keep them up, and they seem, moreover, to be made of sand earth. My opinion is that if promptly attended to the breach can be closed by driving piles and using plenty of sand-bags; but if the gentlemen who were here, the engineers of the Jackson Railroad and the State have given up, they will no doubt know what is best to be done.

The scene is one of utter desolation. Quite a little village is there, but the waters are in possession; the force of the current is such that, striking the trunks of the trees, it has blown them overboard, and the water pours round the trunk and forms a bouquet of spray around and in their branches. There was not a living being on the side of the chasm when I was there, but several were standing on the other side of the break. The people had gathered what they could from the dwellings, and some, more fortunate, shelter. Numbers were destined to remain on the levee during the night. Chickens and hogs had been taken to the levee, and household goods (and goods) were promiscuously piled there and there.

The plantations in the neighborhood are already submerged, and the rows of cane mark a green line down the fields above the water of water, soon to disappear altogether. I see nothing, unless immediately before me, but the water, which whole coast and New Orleans from being submerged. The levee at the point of breakage is at least fifteen feet above the water, and the water is not a living being on the side of the chasm when I was there, but several were standing on the other side of the break. The people had gathered what they could from the dwellings, and some, more fortunate, shelter. Numbers were destined to remain on the levee during the night. Chickens and hogs had been taken to the levee, and household goods (and goods) were promiscuously piled there and there.

We learn from the Route Agent of the Jackson Road, who arrived on the 11-90 train, and passed over the ground on Friday morning, that the track of the Jack-on Road is under water between Frenier and Bayou Labranche, a distance of about nine miles. All the inhabitants of that vicinity were leaving their houses in boats for higher ground, and the water is not a living being on the side of the chasm when I was there, but several were standing on the other side of the break. The people had gathered what they could from the dwellings, and some, more fortunate, shelter. Numbers were destined to remain on the levee during the night. Chickens and hogs had been taken to the levee, and household goods (and goods) were promiscuously piled there and there.

From a private telegram received at half-past 11 o'clock A. M. we learn that there are two inches of water on the track at Frenier station.

Latest Statement of a Planter.

Mr. Leon Godchaux, of the Reserve plantation, near Bonnet Carre, has furnished us with the following statement of facts:—

The engineer who left here Wednesday last on the steamer Patagon, which had on board lumber for the purpose of repairing the breach. Arriving at Bonnet Carre, he found the State Engineer, Mr. Wrotnowski, on the ground, with a small force. The engineer, after thoroughly examining into the state of affairs, decided that it would be impossible to effect any good, as it was already too late, the water rushing through at a terrific rate.

The engineer did nothing but place at one end of the crevasse a battery of willow trees, to break somewhat the force of the water. Up to 12 o'clock on Thursday night nothing further had been done, and Mr. Godchaux is confident that nothing can be done but let the flood have its way. He states that the present situation presents a distance of seven miles above and four miles below the crevasse are submerged. He represents the scene as one of the utmost desolation, many houses having been swept away, and the families driven to seek refuge in the few remaining fortunate neighbors. Mr. Tibbans has kindly afforded protection to a large number of the homeless ones.

Mr. Godchaux says that a general apathy seems to be exhibited by the people of the overflowed section, and is confident that an extraordinary amount of energy being exhibited at the first giving way of the levee, the present troubles might have been averted.

REVOLVING CRIME.

A Bride of Two Months Brutally Butchered—An Enraged Populace Scouring the Country for the Murderer.

A revolting crime, the bare recital of the facts of which is enough to make the blood run cold, was perpetrated in St. Clair county, Ill., on Saturday evening last, and has incensed the people of the locality to a degree rarely known.

THE PENNSYLVANIA RESERVES.

The Coming Reunion—The Cost of Transportation.

An adjourned meeting of the members of the Western division Pennsylvania Reserve Association was held at the St. Charles Hotel on Saturday afternoon, to make further arrangements in relation to attending the coming reunion in Philadelphia. The Committee on Railway Transportation reported from the General Ticket Agent of the Pennsylvania Railroad that transportation from Pittsburgh and return, for a delegation of less than fifty men, the rates would be \$1.75 per man, and over \$1.50 per man. President Hughtart, of the Pittsburgh and Conneville Railroad, states that transportation via Pittsburgh and Conneville Railroad, to Philadelphia and return, could be furnished at \$1.00 per man for a similar delegation. The committee was continued. A letter from J. H. Tugart, Corresponding Secretary of the State Association, was read, and correspondence ordered to be continued. On motion of Mr. E. Abel, it was resolved that the members present be constituted a committee to ascertain how many will attend the annual reunion at Philadelphia, and report at the next meeting all who cannot be present, so that the Committee on Transportation may complete arrangements. Fifty-five members present signified their intention to attend the reunion.

DISCOVERY OF THE MURDER.

Mr. Peter returned shortly before sundown, and was taken by surprise by missing his customary greeting on approaching his home. A loud crack of the whip failed to call his wife to the door, and leaving a wagon he raised the latch, rather perplexed about the silence. His wife lay as she was left—with her throat cut in three places, the jugular vein severed, her face hacked and bruised, hair torn handfuls from her head, and her clothing rent. Blood stained the wall and displaced furniture, and had trickled into pools.

SECOND EDITION

The Rebellion of Paris.

Conclusion of an Armistice.

Results of Prussian Interference.

Exemption of Alsace and Lorraine.

The Revolution in Cuba.

Europe and the United States.

Comparative Progress of Population

Atlantic and Great Western Railroad.

FROM EUROPE.

THE REBELLION OF PARIS.

PARIS, April 24.—The natives of Alsace and Lorraine here are exempted from military service on the production of a certificate of birth. They are thankful for the interference of the Prussians in securing them this exemption.

Notices have been served upon persons between nineteen and forty years of age, threatening court-martial in each case, if they do not march immediately to the rendezvous appointed.

Just now a company of the 113th Battalion is disarming the 110th Battalion. The troops are dispersed and refuse to go out to night. General Bergeret is at Liberte.

M. Deschamps, the poet, died at Versailles on Sunday.

The Central Committee denies the reports of its resignation, and says, like the National Guard, it will only disappear when liberty is attained.

There will be an Armistice to-morrow from 9 to 5 o'clock, for the purpose of burying the dead.

A fish train on the Northern Railway was stopped today, and this morning the provisions on the Strasburg Railway were seized.

The blockade of Paris.

LONDON, April 26.—A despatch from Brussels today says that the Northern Railway Company has notified all station masters that the blockade of Paris commences at once, and that provisions destined for the French capital must be retransmitted to the tender.

Papal Guarantees.

FLORENCE, April 26.—The discussion of the Papal guarantees continues in the Italian Senate. The Minister of Justice has announced in the Chamber of Deputies the approaching introduction of a bill for the separation of Church and State.

The Austro-Hungarian Diet.

PESTH, April 26.—The lower house of the Austro-Hungarian Diet will close its session on the 17th of May.

The Fighting at Meudon.

Fort d'Issy replied but feebly yesterday to the fire of the batteries of the Versailles army at Meudon, Cretaille, and Chailillon. It is thought that the insurgents will soon evacuate the fort, as the incessant fire of the Government batteries prevents the repair of the breaches already made in the walls. The army of the assembly are establishing pontoon bridges across the Seine at Puteaux and Neuilly.

This Morning's Quotations.

LONDON, April 26.—10-30 A. M.—Consols opened at 93 1/2 for money and 93 3/4 for account. U. S. 4-20 bonds, 100; 1869, 99 1/2; 1870, 99 1/2; 1871, 99 1/2; 1872, 99 1/2; 1873, 99 1/2; 1874, 99 1/2; 1875, 99 1/2; 1876, 99 1/2; 1877, 99 1/2; 1878, 99 1/2; 1879, 99 1/2; 1880, 99 1/2; 1881, 99 1/2; 1882, 99 1/2; 1883, 99 1/2; 1884, 99 1/2; 1885, 99 1/2; 1886, 99 1/2; 1887, 99 1/2; 1888, 99 1/2; 1889, 99 1/2; 1890, 99 1/2; 1891, 99 1/2; 1892, 99 1/2; 1893, 99 1/2; 1894, 99 1/2; 1895, 99 1/2; 1896, 99 1/2; 1897, 99 1/2; 1898, 99 1/2; 1899, 99 1/2; 1900, 99 1/2; 1901, 99 1/2; 1902, 99 1/2; 1903, 99 1/2; 1904, 99 1/2; 1905, 99 1/2; 1906, 99 1/2; 1907, 99 1/2; 1908, 99 1/2; 1909, 99 1/2; 1910, 99 1/2; 1911, 99 1/2; 1912, 99 1/2; 1913, 99 1/2; 1914, 99 1/2; 1915, 99 1/2; 1916, 99 1/2; 1917, 99 1/2; 1918, 99 1/2; 1919, 99 1/2; 1920, 99 1/2; 1921, 99 1/2; 1922, 99 1/2; 1923, 99 1/2; 1924, 99 1/2; 1925, 99 1/2; 1926, 99 1/2; 1927, 99 1/2; 1928, 99 1/2; 1929, 99 1/2; 1930, 99 1/2; 1931, 99 1/2; 1932, 99 1/2; 1933, 99 1/2; 1934, 99 1/2; 1935, 99 1/2; 1936, 99 1/2; 1937, 99 1/2; 1938, 99 1/2; 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2011, 99 1/2; 2012, 99 1/2; 2013, 99 1/2; 2014, 99 1/2; 2015, 99 1/2; 2016, 99 1/2; 2017, 99 1/2; 2018, 99 1/2; 2019, 99 1/2; 2020, 99 1/2; 2021, 99 1/2; 2022, 99 1/2; 2023, 99 1/2; 2024, 99 1/2; 2025, 99 1/2; 2026, 99 1/2; 2027, 99 1/2; 2028, 99 1/2; 2029, 99 1/2; 2030, 99 1/2; 2031, 99 1/2; 2032, 99 1/2; 2033, 99 1/2; 2034, 99 1/2; 2035, 99 1/2; 2036, 99 1/2; 2037, 99 1/2; 2038, 99 1/2; 2039, 99 1/2; 2040, 99 1/2; 2041, 99 1/2; 2042, 99 1/2; 2043, 99 1/2; 2044, 99 1/2; 2045, 99 1/2; 2046, 99 1/2; 2047, 99 1/2; 2048, 99 1/2; 2049, 99 1/2; 2050, 99 1/2; 2051, 99 1/2; 2052, 99 1/2; 2053, 99 1/2; 2054, 99 1/2; 2055, 99 1/2; 2056, 99 1/2; 2057, 99 1/2; 2058, 99 1/2; 2059, 99 1/2; 2060, 99 1/2; 2061, 99 1/2; 2062, 99 1/2; 2063, 99 1/2; 2064, 99 1/2; 2065, 99 1/2; 2066, 99 1/2; 2067, 99 1/2; 2068, 99 1/2; 2069, 99 1/2; 2070, 99 1/2; 2071, 99 1/2; 2072, 99 1/2; 2073, 99 1/2; 2074, 99 1/2; 2075, 99 1/2; 2076, 99 1/2; 2077, 99 1/2; 2078, 99 1/2; 2079, 99 1/2; 2080, 99 1/2; 2081, 99 1/2; 2082, 99 1/2; 2083, 99 1/2; 2084, 99 1/2; 2085, 99 1/2; 2086, 99 1/2; 2087, 99 1/2; 2088, 99 1/2; 2089, 99 1/2; 2090, 99 1/2; 2091, 99 1/2; 2092, 99 1/2; 2093, 99 1/2; 2094, 99 1/2; 2095, 99 1/2; 2096, 99 1/2; 2097, 99 1/2; 2098, 99 1/2; 2099, 99 1/2; 2100, 99 1/2; 2101, 99 1/2; 2102, 99 1/2; 2103, 99 1/2; 2104, 99 1/2; 2105, 99 1/2; 2106, 99 1/2; 2107, 99 1/2; 2108, 99 1/2; 2109, 99 1/2; 2110, 99 1/2; 2111, 99 1/2; 2112, 99 1/2; 2113, 99 1/2; 2114, 99 1/2; 2115, 99 1/2; 2116, 99 1/2; 2117, 99 1/2; 2118, 99 1/2; 2119, 99 1/2; 2120, 99 1/2; 2121, 99 1/2; 2122, 99 1/2; 2123, 99 1/2; 2124, 99 1/2; 2125, 99 1/2; 2126, 99 1/2; 2127, 99 1/2; 2128, 99 1/2; 2129, 99 1/2; 2130, 99 1/2; 2131, 99 1/2; 2132, 99 1/2; 2133, 99 1/2; 2134, 99 1/2; 2135, 99 1/2; 2136, 99 1/2; 2137, 99 1/2; 2138, 99 1/2; 2139, 99 1/2; 2140, 99 1/2; 2141, 99 1/2; 2142, 99 1/2; 2143, 99 1/2; 2144, 99 1/2; 2145, 99 1/2; 2146, 99 1/2; 2147, 99 1/2; 2148, 99 1/2; 2149, 99 1/2; 2150, 99 1/2; 2151, 99 1/2; 2152, 99 1/2; 2153, 99 1/2; 2154, 99 1/2; 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