

KATE'S ESCAPE.

FALLING IN LOVE BY MISTAKE.

It was a cool, beautiful September morning, and Kate Howard sang blithely as she flitted through the wide hall which was her home. She was passing the library door, when her father called her to come in. On entering she found him with an open letter in his hand.

"I have just received word from my friend Seymour that he will visit his next week," said he.

Kate shrugged her shoulders; "papa's friends" are not generally very entertaining to young people.

She will be accompanied by his nephew, for whom he has been guardian, who has just returned from an extended foreign tour. He is a young man of excellent family, and heir to an immense fortune. It has long been Seymour's wish as, also, mine that you and his nephew should marry when you had reached suitable ages. You are now twenty, and that is quite old enough. They will be here on Tuesday, and I desire that you look your best, and be as agreeable.

He was interrupted by Kate, who, being possessed of considerable spirit, did not relish being thus summarily disposed of.

"Do you suppose I am going to marry a man I don't know and never saw?" she asked indignantly. "Do you wish to see me, as if I were a share in railroad stock, or had no more than a lump of coal?"

"Kate," said her father, sternly, "to whom are you speaking?"

"Don't I know," he cried, excitedly. "I hate Seymour and all his relations, and if his nephew were rich as Croesus I wouldn't marry him! There!"

It had been a favorite project of her father's, and Kate had been obliged at every step to be obedient. She had only laughed. The idea of things assuming such a tangible shape had not occurred to her.

In vain her father coaxed, scolded, threatened. Kate was obstinate, and declared she'd never even speak to the obnoxious suitor. Thus the tempestuous interview ended, and Kate went to her room in a high state of indignation. Throwing herself on a low couch, she gave vent to her feelings in a flood of angry tears. She soon felt her anger subside, and began to think about the means by which she could vanquish the enemy. One thing was certain. She wasn't going to stay home to be bored by a conceited swindler who parted his hands in the middle, and drew the words—possibly liars. No; anything was better than that. Why not go to Grandfather Howard's? They were always wanting her to visit them. Why not go now? She immediately turned to her hand and her portfolio, and calling when to be at Stanley (the nearest station) to meet her, Grandfather Howard lived in the country about one hundred miles from the city. He was a warm-hearted, pleasant old man, and she had often lived alone in a great stone farm-house. The peaceful quiet of their lives was occasionally enlivened by a visit from grandchildren. This, however, was not frequent, so when Kate's letter arrived, and her coming was quite unexpected to them. The chamber was aired and re-arranged, and an endless variety of good things prepared to tempt her appetite. "For," said Grandfather Howard, "the dear child is fed on confectionery and French macaroni, and good wholesome food will do her good."

Monday was the day appointed for her arrival, and at 5 o'clock that afternoon Mr. Howard got out the falling top and drove to the depot at Stanley. Kate was accustomed to doing as she pleased, so Monday morning found her at the depot awaiting the arrival of the train. Her brother Charlie was with her, and when the train came in he deposited her safely in the car, with the brotherly advice to "climb from the frying pan into the fire" and fall in love while she was young, "gave her a parting kiss, and she was left alone, without a friend in the crowded car. She opened the new book she had brought, but finding it uninteresting, began to look about her to see who were her fellow passengers, for nothing so amusing her as the study of character.

The car was crowded. Near her a Yankee peddler was trying to convince a stout old gentleman that his "blackcat" was "the best that's made, sir." Glancing down the car the usual number of gentlemen engrossed in their newspapers, and of ladies in novels, met her eye. These, with a few tired, dirty children, and a few noisy, vulgar-looking fellows, made up the occupants of the car. "There are none," thought she, "who look as if there was a history connected with them."

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Mr. Howard, after a cordial invitation to Mr. Davis to bring his friend to the farm-house, took Kate to the carriage, and they rode away. A short drive over a smooth, quiet road, brought them to the farm-house, and Grandmother Howard received her guest with open arms. Kate found her visit, as she expected, rather quiet, but the woods were beautiful, and she took frequent rambles, bringing as trophies of her search great handfuls of lovely leaves, or a new scene in her sketch-book. Sometimes she would take a book and read an hour in the calm autumnal solitude of the day.

True to his promise, Mr. Davis brought his friend out to call, and after that almost every evening found him at the farm-house, occasionally with his host, but oftentimes alone. He knew Kate was a "stirring miss," and she purposely avoided and eluded him, throwing in his way, but she evidently did not identify him with the one he was certain she had left the city to evade. He often laughed in secret over their escapades, and he and the railroad engineer, contrary to their designs, had thrown them together. Kate had been from home a month, but it did not seem nearly so long. She could not help admitting that looking forward to the evening of the next day, she felt "longer than I should." Then the recollection of the object of her visit caused her to laugh aloud. Though readily guessing, Mr. Allan inquired the reason of her mirth. Kate gave him a graphic description of her stormy day, and he laughed heartily, and he returned, adding, "He must have equally dreaded her, for he didn't come with his uncle, and I ran away for nothing, after all."

"For nothing, Kate?"

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STEAMSHIPS.

TEXAS. MORGAN LINE U. S. MAIL STEAMSHIPS. The following low-harrier Iron Steamships from these lines: MORGAN, JOSEPHINE, ST. MARY, GURLEY, WHITNEY, HUTCHINSON, ARANSAS, now building. Flying from Morgan City, in connection with Morgan's Louisiana and Texas Railroad.

For Indiana, via Galveston—Steamers leaving Morgan City SUNDAY, TUESDAY, THURSDAY, connected at Galveston, transferring there to Steamer CITY OF NORFOLK both freight and passengers. Through bills lading signed to Houston and to all points beyond on the Houston and Texas Central and G. O. H. and A. R. L. International and Great Northern Railroad, and New Orleans and Texas Railroad, via Clinton, and the Texas Transportation Company. Freight charged as per new card rates. San Antonio freights received and forwarded via Clinton and Galveston, Houston and San Antonio Railroad.

For Brazos Santiago—The Iron steamer I. C. HARRIS Will leave on Lighterage at Brazos Santiago at risk and expense of consignees. Freight and bills lading stenciled only to Brownsville, via Rio Grande Railroad, as per new tariff. Freight payable in gold.

For Corpus Christi, Fulton and St. Mary's, via Rockport—The Iron steamer ST. MARY, Will leave Morgan City on Lighterage to Corpus Christi (if any) at risk and expense of consignees. Freight for St. Mary's and Fulton landed at Rockport. Freight for all the above points received at the Depot Morgan City, on the Texas Railroad, foot of Lafayette street, daily, until 6 p. m.

PASSENGER AND MAIL ROUTE. For Galveston, Houston and Indianapolis. Passengers take Railroad Ferryboat foot of 2d Street, at 8:30 a. m., reaching Morgan City at 12:35 p. m., then connecting with steamers WHITNEY on SUNDAY, HUTCHINSON on TUESDAY, JOSEPHINE on WEDNESDAY, GURLEY on THURSDAY, WHITNEY on FRIDAY, HARRIS on SATURDAY. First class fare to Shreveport \$25—Time, 45 hours. Excursion tickets for the round trip to Galveston and return, good for thirty days, issued at \$1. Tickets and staterooms secured until 6 p. m. daily (Sundays excepted), at Agent's office, or at the Ferry Landing, on morning of departure. Through tickets will be issued from this office to the principal points on the Houston, Texas Central Railroad, on the International and Great Northern Railroad, and Texas and Pacific Railroad.

NEW YORK. MORGAN'S NEW YORK LINE STEAMSHIPS. The following A. Iron Steamships from these lines: LONE STAR, ALGIERES, GEN. WHITNEY, The Iron Steamship—LONE STAR, TUESDAY, October 9. Insurance TO NEW YORK. Freight for the above port received at the depot of Morgan's Louisiana and Texas Railroad, foot of Lafayette street, daily, until 6 p. m. For freight apply to CHAS. A. WHITNEY & CO., Agents, 1017 Cor. Natchez and Magazine streets.

FLORIDA. FOR WASHINGTON, PENNSACOLA AND MILTON. REGULAR SEMI-WEEKLY PACKETS. The following first-class A. Iron Steamships will sail for the above ports as follows: ALABAMA, M. J. Parris, master, Leaves every WEDNESDAY, at 5 p. m. AMITE, Joseph F. Boyle, master, Leaves every TUESDAY, at 5 p. m. The steamers will leave as above, opposite Jackson Square, Second District. For freight or passage apply on board or to agents, 18 and 20 Union street.

HAVANA. FOR HAVANA, CEDAR KEYS AND KEY WEST. UNITED STATES MAIL LINE. LEAVING EVERY WEEK. The first-class steamship EMILY B. SOUDER, will leave wharf opposite Jackson Square TUESDAY, September 25, at 8 p. m. Passage rates to Havana, \$40; Expedition tickets, \$60. Passage rates to Jacksonville, \$20, including state, meals and meals. Through bills of lading issued to all points in Florida. For freight or passage apply to I. K. ROBERTS, 120 Common street, Over Louisiana National Bank. The steamship MARGARET follows on the 17th 17

LIVERPOOL. SERRA LINE OF STEAMSHIPS BETWEEN NEW ORLEANS AND LIVERPOOL. DIEGO, 1694 tons. Capt. Gasparanaga. FIDELIO, 1225 tons. Capt. Schiarriari. FEDERICO, 1423 tons. Capt. Giddebrun. PEDRO, 1765 tons. Capt. Munguel. CAROLINA, 1254 tons. Capt. Riosera. MARIA, 1254 tons. Capt. Riosera. RITA, 1254 tons. Capt. Riosera. JUANA, 1254 tons. Capt. Gasparanaga. The above powerfully built steamships will enter the New Orleans and Liverpool trade under the names of the Serra Line, and will receive cotton and sign through bills of lading to any ports of the Continent of Europe.

GARCIA, Capt. Arizama, will sail from her wharf. For freight and first class passage apply to RANGER, FATMAN & CO., Agents, 104 1/2

BREMEN. NORTH GERMAN LLOYD. STEAM BETWEEN BREMEN AND NEW ORLEANS, VIA HAVRE, SOUTH-AMPTON AND HAVANA. The steamships of the North German Lloyd will resume their Regular Trips next fall, as follows: From Bremen, From New Orleans, HANNOVER, Sept. 12, about Oct. 11. FRANKFURT, Oct. 10, about Nov. 14. These steamers touch outward at Havre and Southampton, and on their home trip at Havre and Southampton.

PRICES OF PASSAGE: From Bremen, Southampton or Havre to New Orleans—Cabin, \$150 (gold); Steerage, \$36 (gold). From New Orleans to Southampton, Havre or Bremen—Cabin, \$150 (gold); Steerage, \$36 (gold); Steerage, \$15 (gold). Children under ten years, half price; children under five years, one-third price. The company reserve the right to change the route of the steamers, their advertised days of departure and the prices of passage. Commencing each year on Bremen, Southampton or Havre to New Orleans issued by the undersigned. For further particulars apply to RANGER, FATMAN & CO., Agents, 104 1/2

COMMISSION MERCHANTS. LEON QUEYBOUZE, OSCAR BOIS, QUEYBOUZE & BOIS, Wholesale Grocers, DEALERS IN WINES AND LIQUORS, And all kinds of WESTERN PRODUCE, Corner Old Levee and Bienville streets, New Orleans.

STEAMBOATS.

REGULAR OPELOUSAS PACKET. Leaves every SATURDAY, at 5 p. m. FOR BAYOU LAFOURCHE, OPELOUSAS, Port Barre, Simmsport, Churchville, and all landings on the Coast, Atchafalaya river, and Bayou Courtableau—The very light draft passenger steamer. HITE & CARLIN, Agents, 1017

REGULAR OPELOUSAS PACKET. Leaves every WEDNESDAY, at 5 p. m. FOR WASHINGTON, OPELOUSAS, Port Barre, Simmsport, Churchville, and all landings on the Coast, Atchafalaya river, and Bayou Courtableau—The new and light draft steamer. H. H. Broad master, Thos. John clerk, will leave as above. For freight or passage apply on board or to BRITTON & EPPER, 21 Gravier street, R. W. ADAMS, 21 Commercial Place, Connects at Little Devil with steamers Greoli and Minnie. 1827 ff

MEMPHIS. MEMPHIS AND BENDS PACKET. LEAVES EVERY OTHER WEEK. FOR MEMPHIS, HELENA, LEAVES EVERY OTHER WEEK. Providence, Vicksburg, and the Bends—The Iron steamer (Now finishing at St. Louis.) W. H. Thorowgan, master, Gen. Miltonberger, clerk, will commence her trips in the trade, as above, during the latter part of October, and continue throughout the season. J. B. WOODS & CO., Agents, 104 Common street, 1827 ff

OUAUCHITA RIVER. NEW ORLEANS AND OUAUCHITA RIVER TRANSPORTATION COMPANY. OUAUCHITA CITY, TRENTON AND MONROE. Weekly Ouachita City U. S. Mail Packet. Leaves every WEDNESDAY, at 5 p. m. FOR OUAUCHITA CITY, TRENTON, MONROE AND ALL TOWNS LANDINGS—The steamer JOHN HOWARD. (In place of the Hanna.) F. A. Blanks, master, B. G. Cornwell, clerk, will leave regularly as above. Will reserve the right to refuse any landing except mail landings. For freight or passage apply on board, or to Capt. F. A. BLANKS, President, R. W. ADAMS, 21 Commercial Place, J. B. BROCKETT & CARTER, 38 Magazine street, 1827 ff

BATON ROUGE. REGULAR COAST AND BATON ROUGE PACKET. Leaves every WEDNESDAY at 10 a. m. and SATURDAY 8:30 a. m. Commencing WEDNESDAY, Oct. 10. The passenger steamer ST. JOHN, Frank Bergeron, master, J. C. Bergeron, clerk, leaves as above for Baton Rouge, Plaquemine, Donaldsonville and all coast landings, returning every FRIDAY and MONDAY EVENING. For freight or passage apply on board or to E. O. MELANCON, 32 Bienville street, 1827 ff

LAFOURCHE. BAYOU LAFOURCHE AND LOCKPORT PACKET. TWICE A WEEK. Leaves every TUESDAY and SATURDAY at 5 p. m. The fine passenger steamer ELBA HUGHES, Joe Dalfores master, E. Nicolle clerk, leaves New Orleans as above. Returning, leaves Thursdays every MONDAY and FRIDAY. For freight or passage apply on board at 5 p. m. P. S.—A clerk always on hand, head of Conti street, to receive freight. Commencing SATURDAY, October 6, 1877. 1827 ff

UPPER COAST. FALL AND WINTER ARRANGEMENT. NEW ORLEANS AND UPPER COAST MAIL LINE. DAILY LINE OF PACKETS. FOR BEN, TURELAUDS, ASCEN, and all plantation landings. The steamer MARY IDA, J. A. Ruiz, master, leaves New Orleans TUESDAYS, THURSDAYS and SATURDAYS, at 10 a. m. This steamer ROBERT YOUNG, Aloide Albert master, Arthur Nicolle, clerk, leaves MONDAYS, WEDNESDAYS and FRIDAYS, at 10 a. m. Both boats return on alternate days and in daylight. For freight or passage apply on board or to J. B. BROCKETT & CARTER, 38 Magazine street, 1827 ff

REGULAR TRI-WEEKLY PACKET. Leaves every MONDAY, WEDNESDAY and SATURDAY at 10 a. m. FOR ABHLAND PLANTATION and all plantation landings. The fine side-wheel passenger steamer BLUE WING NO. 3, J. A. Comstock, master, will leave as above. Returning, leaves Ashland Plantation, Thursday, Tuesday and Sunday, coming down the coast in daylight. For freight or passage apply on board or to HENRY & CO., Agents, 104 Common street, P. S. All freight delivered in the daytime. 1827 ff

BAYOU SARA. REGULAR SEMI-WEEKLY BAYOU SARA ANT COAST PACKET. Leaves every WEDNESDAY and SATURDAY at 5 p. m. Commencing FRIDAY, October 6, 1877. FOR BAYOU SARA, WATERLOO, Hermitage, Port Hudson, Baton Rouge, Plaquemine and way landings—The fast and light passenger steamer OUAUCHITA BELLE. (Representing new boat building.) John C. Libano, master, John H. Lawson, clerk, leaves as above every WEDNESDAY and SATURDAY at 5 p. m. For freight or passage apply on board or to BRITTON & EPPER, 21 Gravier street, R. W. ADAMS, 21 Commercial Place, 1827 ff

BAYOU SARA SEMI-WEEKLY PACKETS. STR. GOV. ALLEN, STR. LA BELLE, John J. Brown, Master, A. Dugas, Master, FOR BAYOU SARA, WATERLOO, Hermitage, Port Hudson, Baton Rouge, Plaquemine and postoffice landings—The steamer Steamer Gov. Allen, Leaves every MONDAY and FRIDAY at 5 p. m. Steamer La Belle, Leaves every WEDNESDAY and FRIDAY at 5 p. m. Returning alternate days, early in the morning. For freight or passage apply on board. P. S.—Has a clerk on the levee during the day head of Conti street. 1827 ff

LOWER COAST. LOWER COAST TRI-WEEKLY PACKET. Leaves every TUESDAYS and THURSDAYS at 10 a. m. (extending Saturday at 10 a. m.) returning alternate days, Monday mornings, Wednesday and Friday evenings. The A. No. 1 steamer EVA, John Taylor, master, leaves MONDAYS, WEDNESDAYS and FRIDAYS, at 10 a. m.; returning alternate days, early in the morning. Freights received daily at the office foot of Conti street. For further information apply on board or to HITE & CARLIN, 1 Tchoupitoulas street, 1827 ff

RED RIVER. Red River and Texas. NEW ORLEANS AND RED RIVER TRANSPORTATION COMPANY, AND TEXAS PACIFIC RAILWAY. Through bills of lading and through passenger tickets to all landings on Red River, and all railway stations in Texas. The best route to Hot Springs. The following splendid and fast steamers composing the line will leave as advertised below: Red River, Marla Louisa, Texas, C. H. Durfee, Capt. A. F. Parris, Louisiana, W. J. Adams, Bonnie Lee, DAVIS, FOR SHREVEPORT, JEFFERSON, and all landings on Red River and railway stations in Texas. FOR SHREVEPORT AND JEFFERSON. Bonnie Lee, Noah Sevel, master, Leaves WEDNESDAY, October 10, at 5 p. m. W. J. Adams, Gen. Wilkinson, master, Leaves SATURDAY, October 13, at 5 p. m. No wharfboat charges, drayage or commission will be charged at mouth of Red River, or at New Orleans, in forwarding freight consigned by the company. For freight or passage apply on board of the boats, or at the office of the company, No. 111 Gravier street. JOB. A. ALLEN, President, 1827 ff

WEEKLY GRAND ECORE PACKETS. FOR GRAND ECORE, MONTREAL, and way landings—The steamers TEXAS, Hon Kay, master, Leaves every MONDAY, at 5 p. m. (In place of the New Bart Able.) Leaves MONDAY, October 10, at 5 p. m. Will leave as above. For freight or passage apply on board or to R. W. ADAMS, 21 Commercial Place, 1827 ff

VICKSBURG, GREENVILLE, ARKAPOLIS AND BENDS. Leaves EVERY MONDAY, at 5 p. m. FOR ARKAPOLIS, GREENVILLE, Vicksburg and the Bends—The fine and fast passenger packet KATE, J. W. Tobin, master, W. N. Calmes, clerk, connecting at Vicksburg with Parrott's Line for all points on Yazoo and Tallahatchie rivers, and Texas Railroad, and to all points on Arkansas and Pine Bluff Railroad. For freight or passage apply on board, or to BROCKETT & CARTER, Agents, 38 Magazine street, 1827 ff

LEAVES EVERY WEDNESDAY, at 5 p. m. FOR ARKAPOLIS, GREENVILLE, Vicksburg and the Bends—The fine and fast passenger steamer THOMAS DEAN, Jas. H. Pepper, master, Frank Book, Jr., clerk, will leave as above regularly. For freight or passage apply on board. P. S.—The Dean has been newly repaired, refitted, re-fitted, and is better adapted to the Yazoo trade than ever. It is a safe, strong, and strict attention to business, this elegant steamer hopes to receive a fair share of the business of the trade. JAS. H. PEPPER, Master, 1827 ff

UNITED STATES MAIL PACKET. Leaves every THURSDAY at 5 p. m. FOR ARKAPOLIS, GREENVILLE, Vicksburg and the Bends—The fine and fast passenger packet FRANK FARGOUD, J. M. White master, C. Holmes clerk, will leave as above, connecting at Vicksburg with the "Parrott Line" for all points on Yazoo and Tallahatchie rivers. For freight or passage apply on board, or to JANNEY & WORK, BRO