





New Advertisements.

AN EXCHANGE OF DISEASES.—In receiving the miasm Mercury...

RESIDENT GOVERNOR.

AN Italian young lady desires a situation above in town or country...

Vapor Portena.

Los propietarios de este acreditado vapor creyendo interpretar bien las conveniencias del comercio...

St. Valentine's Day.

NEXT FRIDAY, 14th INST. An assortment of Valentine's recently received from LONDON.

Sportsmen.

Provide yourselves in time with the matchless CARTRIDGES.

Fowling-pieces.

And Cartridges of the best approved make ON SALE AT E. PARIS' Calle Rivadavia, No. 20.

Cartridges.

THE BEST IN TOWN. E. PARIS, Calle Rivadavia, No. 20.

A Good Shot.

Is a good thing, but a good gun is better. So says the best Gunsmith in town.

Arms.

CLEANED AND REPAIRED At Moderate Charges, BY E. PARIS, Calle Rivadavia, No. 20.

For Ladies.

WANTED, by a Gentleman and his Wife, a Sitting-room and Bed-room furnished, with Bath, for a permanency, the terms must be moderate.

FOR SALE.

A CHEMIST HORSE, with Saddle and Bridle, for sale, at a low price.

NOTICE.

All ADVERTISEMENTS and SUBSCRIPTIONS, under \$100 mps, must be paid CASH.

The Standard.

Nil falsum audiam nil veri non audiam dicere. CINCINNATI.

SPECIAL TELEGRAM.

TO THE "STANDARD" STANDARD Office, Montevideo, Feb. 10, 1873.

Chacra for Sale.

TO BE SOLD, near a rising Camp Town, to which there will be shortly a Railway, a magnificent CHACRA, suitable for one or more large farms.

ENGINEER.

A YOUNG FRENCHMAN, with fourteen years experience on board ship, desires a similar employment, on or ashore.

COMPANIA DE NAVEGACION A VAPOR.

TO-MORROW, for Montevideo, at six o'clock, the National steamer PORTENA.

A LETTER.

For Sr. Dr. Juan Vilela, at the Office of the STANDARD.

LETTERS.

At the Scotch Church for Mr. Smith, 162 Piedra, and Mr. Alex. Bryce.

LETTERS.

McNulty, Malloy, McPherson, Thomas, Donnelly, Fergat, Burke, Neale, Stant, Hanley, O'Kelly, McKelvey, Jones, Harty, Margaret, Nanery, Bateman, Jones, Collins, Sloane, Whitaker, Henson, East, Brown, Smyth, Sydney Rogers, Whittaker, Molloy, Maguire, Inspector Burdos, Tramway Nelson, J. Wells, Kildman, Wells, Whittaker, Henson, Brown, Barnet.

LETTERS.

Hayman, William Catcher, Whittaker, Henson.



White Star Line.

OCEANIC STEAM NAVIGATION COMPANY, (LIMITED.)

The well known British Steamship "TROPIC."

2500 Tons, Is expected to arrive at Montevideo on the 19th February.

RIO DE ZANHEIRO, LISBON, VIGO (eventually) BORDEAUX, and FIVEPOOL.

Carrying only THIRD-CLASS PASSENGERS for the above-named Ports.

The accommodations on board are greatly superior to those afforded by any other Line of Steamships.

Subscribe.

Subscribe—Subscribe

LOSE NO TIME

CALL AT ONCE

Periodicals

1873.

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107—CALLE PIEDRA—107

Post-office Department.

The Belgian General Post-Office has advised this Department that the Post is on Letters that country, per Antwerp Steamers, leaving here on the 22nd of every month...

Mails for Brazil & Europe

Mails for the above will be despatched as follows: 11th inst., per "Aconcagua," C. P. O.

MAILS FOR THE UNITED STATES.

Will be despatched on the 11th, per "Aconcagua."

MAILS FOR PACIFIC REPUBLIC.

Will be despatched on the 11th, per "Magellan," C.P.O. (only) at 2 p.m.

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Hayman, William Catcher, Whittaker, Henson.

The theory of spontaneous emigration to the Plate is brought to a dead lock in the face of a joint stock limited liability company such as that mentioned hereunder...

The capital stock of the company is 1,000,000,000, divided into 100,000 shares of 1000 lire (or francs) each.

In the month of March last there originated in the city of Milan, Italy, a project which, owing to its subsequent tending, promises to be of the vastest importance to the maritime interests of the United States and to add little to the commerce of our port.

A number of noblemen, merchants, scientific men and capitalists obtained a charter from the Italian Parliament authorizing the carrying out of the steamship line between America and Italy.

The organizers of the company in Milan placed themselves in communication with Captain Celso Cesare Morena, a well-known Italian ship-captain and navigator, and he at once visited John Roach, of the Chester, (Del.) shipyard.

The West Coast Mails. The West Coast papers delivered here yesterday containing the following intelligence from Chile and Peru.

By the terms of the treaty which has just been adjusted between Bolivia and Chile, it is declared that the eastern boundary of Chile, of which mention is made in clause 1 of the treaty of 1866, is the highest top of the Andes.

The advance in iron and other materials continues to ask an increase of five per cent, over the price we could have had six months ago.

The company of Forges et Chantiers de la Mediterranee, of France, sent a proposal to build vessels of the same dimensions and quality at 3,220,000 francs each.

It is understood that there exists among the members of the company in Milan a strong desire to give the contract to American hands.

The advantages which would arise from the use of American built vessels, we are satisfied, would more than overcome the slight difference in cost over English or French vessels.

It is understood that there exists among the members of the company in Milan a strong desire to give the contract to American hands.

The company embraces among its incorporators the following gentlemen and firms:—The Marquis Visconti Brinone, the Duke Visconti di Modrone, Signor E. Orlando, naval constructor; Count Leopold Palli, Felice Bassi, Felice Caloi, Ambrogio Bigatti, Giuseppe Colombo, Pietro Brambilla, Francisco Podretieri, President of Anglo-Germanic Bank, Milan; Marietti Prato, Ambrogio Obicini, Bartolomeo Vizzani, Vittorio Ottolenghi, Conti Barbarani, A. Martelli, Nobili Ludovici Melzi, Cesare Finzi, Francesco Venzuguzzi, Rinaldo Fumagalli, Giovanni Mannini, Carlo Bigatti, Felice Guzzoni, Ancini Crespi, Conte Ernesto Turati, G. Dozzi, Pietro Arnaboldi, Commodore Luigi Giulio Belinzaghi, Mayor of Milan; the brothers Nervegna, of Brindisi; Maurizio Ottolenghi, President of the Bank of Commerce of Genoa; Count Antonio Keratti, Senator; Chevalier Giuseppe Laboranti, Constantino Garavaglia, a Milanese banker; Alberto Weill Schott, banker; G. B. Nelli, Carlo Cagnola, Deputy of the Chamber of Deputies; Don Antonio Cantoni, Ferdinando Meazza, Captain Manfredo Castagnoli, Engineer; Leon Malmieri, Professor of Venice, and Professor Virgilio, of Genoa.

The intended route of the line will be from Naples to Leghorn and Genoa, thence to Lisbon, and from Lisbon directly west to New York.

The company has been organized under the title of Messagerie Maritime Italiana and will have its principal office at Milan. The charter or act of incorporation of the company authorizes them to run an Oriental line of steamers also, which shall make connections with this line and have its westerly terminus at Naples or Genoa.

The steam-breakers are working day and night, crushing stones for the street repairs. Those here at present crush 200 cubic metres daily, and when the others already ordered arrive from England a much larger quantity will be turned out; and it is expected that the contractor for manufacturing, Sr. Tomson Rey, will be able to deliver ten squares per month.

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