

**Dr. Jayne's Building**—Though this massive structure is by no means complete, the proprietor has commenced removing from his former location to the upper of the two stores into which the first floor is subdivided. The two basement floors are already occupied with permanent fixtures for the regular business of the proprietor, to which the greatest part of this immense establishment is to be devoted, and afford employment to about two hundred persons. S. K. Hoxie, the contractor for the granite work, is now putting down the stones that are to form the pavement and steps on the Chestnut street front, and the platform which covered the excavation beneath, being now removed, affords the spectator an opportunity of gazing at the whole extent of the granite, from the foundation stone to the Gothic cornice surmounting the structure at the height of 123 feet above the foundation. The longest slab of granite ever brought to Philadelphia is one about to be used as the curb stone on Chestnut street. It is 27 feet 4 inches long, 2½ feet high, 1½ feet broad, and weighs about ten tons. The dimensions of this building have before been given, but we repeat them, in order to give some idea of the vast amount of granite that has been used. The lot occupied is 40 feet in width by 146 deep, and its height is 8 stories above the pavement, or 10 in all. Exclusive of the pavements on both streets, the building contains 20,496 cubic feet of granite, or 1783 tons, which, at the usual average of stone fronts, would have sufficed to construct the posts and cornices for 223 ordinary fronts of 20 feet each, which, extended would have served as the first story front for a range of stores 4460 feet in length, or more than three-fourths of a mile. It is no small credit to the contractor, Mr. Hoxie, and Mr. Collins, the riggers, who superintended the hoisting of the massive stones to their destined places, to say that not a single workman has been hurt by accident while this portion of the work was in progress, nor was there a single rope or piece of timber broken.

The building presents a most imposing appearance from all parts of the city, and is universally conceded to be the most extensive as well as expensive private building put up in this or any other city in the Union. The cupola which crowns the front and rises 129 feet above the pavement, is a prominent feature among the steeples of our city, as seen from the river. The view from the cupola is a most extensive one, and when thrown open to the public, will be a favorite resort to citizens and strangers, desirous of viewing the vast desert of bricks and mortar now included in our good city. The roof is covered with tin and is a succession of inclined planes, descending from the centre towards either end, and inward from each front, so as to collect the rain water in five large iron tanks resting on the eighth floor.

These tanks will contain five thousand gallons of water, and will serve as a precaution against fire in the upper floors, to which level the Schuylkill water cannot be expected to rise, as they are above the height of the basins at Fairmount. It will also be used for the usual purposes of the establishment. The waste water is carried off by a leaden pipe down the centre of the building, which communicates with an iron pipe in the basement, and a small invert, built along Carter's alley for this special purpose. Each story is furnished with four water closets and hydrants. The floors of each story are rendered completely fire-proof by being bridged, and a bed of mortar laid beneath the flooring boards. The southern portion of the first floor is to be occupied by Dr. Jayne as his retail department, and his present location will be vacated as soon as the other store is completed. The latter is to have a rich Gothic finish, with a ribbed ceiling, embellished with bosses and pendants. The counter will be of Italian marble, 50 feet long, and the floor will be of tessellated marble. The second floor is also divided by a partition, but the whole extent will be occupied by Dr. Jayne, including a richly furnished suite of apartments for the convenience of his patients. The upper floors are at present all in single rooms, 49 feet by 130.

**OMNIBUSES OF PHILADELPHIA FOR 1853.**—The number of Omnibus lines in Philadelphia, for 1853, was 45, and the number of coaches 373; of this number, 29 are drawn by four or more horses. The following men own more than one line, viz:—Mr. J. Glenat, 4 lines and 57 coaches; J. Peters, Jr., 4 lines and 47 coaches; Dougherty & Powers, 2 lines and 27 coaches; Stevens & Co., 3 lines and 23 coaches; J. F. Smith & Co., 3 lines and 22 coaches; Ben- nor & Dowling, 2 lines and 22 coaches; J. A. Weart & Co., 2 lines and 19 coaches; Weaver & Co., 2 lines and 17 coaches; J. Deveny, 2 lines and 17 coaches; Baker & Co., 2 lines and 14 coaches; E. Ovenshine, 2 lines and 11 coaches. The following men own only one line:—J. Van Brunt, 20 coaches; D. T. Moore & Co., 15; Whitson & Skillman, 12; M. Lawn, 10; S. A. Vansiver, 10; W. Leaf & Co., 8; Poon & Lobb, 4; G. W. Peters, 3; W. Hallman, 3; J. E. Cooper, 2; C. & J. Weakley, 2; J. Conly, 2; B. Jones, 1; R. Buchanan, 1; C. G. Hicks, Jr., 1; and J. Palmer 1. The White Swan and Bald Eagle hotels have procured omnibuses. During the year, the Race and Vine street lines have been sold by Peters & Son, to Weaver & Co. The Driver's line, Chestnut street, has also been sold. Five new lines have been started during the year: one to Girard College, via Ninth street and Ridge road, under the proprietorship of Barker & Co.; 1 to Frankford, Bustleton and Holmesburg, under the proprietorship of C. C. Hicks, Jr.; 1 to the Germantown and Norristown Railroad Depot, via Chestnut, Seventh and Green streets, under the proprietorship of Smith & Co.; 1 to Chestnut and Twenty-Second street, under the proprietorship of J. A. Weart & Co. This line has been dissolved, and the coaches transferred to a new line to Fairmount, via Chestnut, Twenty-First and Callowhill streets, under the proprietorship of J. A. Weart & Co. The whole number of new coaches built during the year, was 37, of which 6 were coaches drawn by 4 or more horses.

**Improvements on the Western Side of the County.**—West Philadelphia has emerged from her village character, and is beginning to assume much of a city appearance; her main streets are graded, and many curbed and paved. Her communication with Philadelphia is now in good condition over one of the most beautiful bridges, which extends almost the breadth of Market street, affording every accommodation to the railroad and foot-passengers, while the carriage-way is so wide that even four ordinary carriages may pass over abreast.

The Borough of West Philadelphia has of late so much attracted the attention of the public by its being the site of large public improvement, that it is believed the following statistical information will be found interesting. West Philadelphia was originally incorporated by the Court in 1837, when the population, inclusive of the Almshouse, was supposed to be about 2500, the Almshouse probably containing half that number of persons. At that time it was estimated that not more than 25 residents were property holders. By the last assessment, made at that time, there were only 280 taxables. The real estate was estimated at \$321,308, which yielded to the borough, at 50 cents tax, only an income of a little over \$1600. That act of incorporation was abrogated in 1843, when there had been considerable improvements both in the character and number of the population.

The census of 1840 gave the number of souls at 2846.

In 1844 the borough was incorporated, excluding the Almshouse and Powelton, when the population was estimated at 2500. This year the bounds of the borough were extended and a large amount of unimproved ground added.

By the late census the population is found to be about 7000, and the value of the real estate is set down at \$1,250,000. The first and second wards, which constituted nearly the entire limits of the borough, incorporated in 1844, contains nearly 6000 inhabitants, and the assessed value of the property therein is about \$1,000,000.

The entrances to the Borough on the west, which have heretofore been almost impassable barriers of mud in the winter, are all now good roads. The old Lancaster pike is the Northwest entrance. The West Chester new plank road, just completed, for several miles, enters the Borough on the West, while the Shadsford Turnpike, extending South-west over the site of the old Baltimore Turnpike, affords a delightful road through one of the most pleasant countries in the vicinity of the city. The eastern half mile of this road from the Woodland gate is planked or gravelled, and the entrance over it to the Almshouse and Woodlands, is all that could be desired. All of these roads have gates outside of the Borough, where a small toll is gathered, just sufficient to keep them in thorough repair, at which travellers can hardly be displeased.

**SALES OF REAL ESTATE, STOCKS, &c.**—The following properties, stocks, &c., were sold last evening by M. Thomas & Son, Auctioneers, at the Philadelphia Exchange:

Shares Bank of Northern Liberties—\$51½ each.	
Shares Southwark Bank—\$13½ each.	
Shares Manufacturers' and Mechanics' Bank—\$28 each.	
\$1500 Bond Northern Liberties Six per cent. Loan—\$1544.	
Pew in St. Andrews' Church—\$350.	
One share Chestnut street Theatre—\$500.	
One share Philadelphia Athenaeum—\$16½.	
Shares Mercantile Library—\$74 each.	
Three story brick dwelling, Wood street, east of Sch. Second—\$825.	
Hotel, messuages, and large lot, N W corner of Minor and Coates sts, Spring Garden—\$3200.	
Brick dwelling, Johns street, Southwark—\$800.	
Do do do do do \$850.	
Brick dwelling, on an alley leading into John st—\$625.	
Do do do do do \$500.	
Do do do do do \$525.	
Do do do do do \$475.	
Brick dwelling, S E corner of Carpenter st, and an alley east of Third st—\$700.	
Brick dwelling, on alley leading to Carpenter st—\$475.	
Do do do do do \$425.	
Do do do do do \$400.	
Do do do do do \$375.	
Do do do do do \$375.	
Do do do do do \$375.	
Brick dwelling, corner of John st, and an alley west of Front st—\$700.	
Brick dwelling, St John street—\$625.	
Brick dwelling, corner of John st and an alley west of Front st—\$750.	
Brick dwelling, on an alley leading into John st—\$250.	
Do do do do do \$250.	
Do do do do do \$250.	
Do do do do do \$250.	
Do do do do do \$225.	
Do do do do do \$225.	
Do do do do do \$225.	
Do do do do do \$245.	
Do do do do do \$250.	
Do do do do do \$250.	
Do do do do do \$245.	
Do do do do do \$240.	
Do do do do do \$225.	
Do do do do do \$230.	
Do do do do do \$225.	
Brick dwelling, John street—\$1375.	
Co do do do do \$360.	



Office: C. D. G. & Co. der 3ten und Chestnut St.

#### MARKET STREET RAILROAD BRIDGE, PHILADELPHIA.

Our sketch represents the Market street Railroad Bridge, at Philadelphia. This bridge was altered in 1850, so as to allow the city railroad to form a connection with the Columbia and Pennsylvania railroads. The bridge is built upon two massive stone piers, with two abutments and wing walls. The western pier was sunk, at a very heavy cost, more than forty feet below tide water mark. Between seven and eight thousand tons of stone were used in its construction. The railroad tracks occupy the north side of the bridge, and the south side is appropriated for the passage of vehicles, while on the outside of each, passage-ways are constructed for foot passengers, protected by substantial railings. The bridge is a free one.

There are seven other bridges in the immediate vicinity at Philadelphia. The Philadelphia, Wilmington, and Baltimore railroad bridge, at Gray's Ferry—lately strengthened by the erection of two arches, in order to pass locomotives to the depot of the company at the corner of Broad and Prince streets. This bridge has a draw, and, like the Market street bridge, has also a free passage-way for vehicles and pedestrians. The Fairmount Bridge, which replaces one destroyed by fire at the same spot. That bridge consisted of a single arch, of three hundred and forty feet span—the span said to have been ninety feet longer than that of any other bridge in the world. The present is a wire suspension bridge, erected by the county in 1841, and very generally admired for the ingenuity of its construction, its strength and beauty. It cost \$55,000. The other bridges are the Columbia Bridge, the Richmond Railroad Bridge, one at Manayunk, one at the Flat Rock, and the Norristown railroad Bridge over the Wissahiccon River. See opposite p. 24.

#### Camden and Absecon Railroad.

We have already noticed the organization of the Company authorized to construct this railroad. The Bridgeton (N. J.) Chronicle states, that the entire road has been located and is now under contract to responsible parties, at a cost of about three thousand dollars per mile for grading and bridging. The distance from Camden to the beach is fifty-nine and a quarter miles, through an unusually level country. The estimated cost, when completed and equipped, is within seven hundred thousand dollars. The road is to be made in almost a direct line, and will be susceptible of as good time as can be made on any road. It is estimated the running time will not exceed one hour and a quarter; this will bring Philadelphia and the Sea-side in close proximity. About \$150,000 has been subscribed, mostly on the line of the proposed road. Those interested in the road are sanguine of its paying largely on its cost, and not desirous of a large stock capital, but prefer borrowing a greater portion of the amount necessary to complete the work. The trade and travel on the road, estimating the summer travel of persons visiting the Beach at ten thousand, is set down by careful calculators as at least ten per cent. on the cost of the road. Sept 1852.

**Jan 3 1853.**  
**REAL ESTATE, STOCKS, &c.**—James A. Freeman, Auctioneer, sold last evening, at the Merchants' Exchange, the following properties:

- 1 share of stock in Mercantile Library—\$325.
- The one twenty-eighth part of a Lot of ground, Haydock street, east of Front, 20 feet front, 78 deep—\$30.
- Two story frame house and lot, No 10 Brown street, 18 feet front, 43 deep—\$1140.
- Three story brick house. Brown st, east of Twelfth, 18 feet front, 70 deep—\$975.
- An unfinished three story brick house and lot adjoining the above, 18 feet front, 70 deep—\$715.
- Three story brick house and lot, south side of Ogden st, 15 feet front 78 deep—\$1050.
- A property, south side of Ogden street, near 13th, 15 feet front, 45½ deep—\$350.
- A lot of ground on the south side of York st, Richmond, 49 feet front, 120 feet 6½ in deep—\$330.
- A lot of ground, south side of Temple st, 16 feet front, 66 deep—\$600.
- A lot of ground, south side of Temple street, 16 feet front, 66 deep—\$600.
- A lot of ground, east side of Tenth street, Penn District, 17 feet 6 inches front, 80 feet deep—\$310.