

THE CITY-HALL.

The Committee on Streets and Alleys, South, yesterday afternoon postponed the improving of Twenty-sixth street for one year, there being a strong remonstrance against it.

DEPUTY-SHERIFF STACY smiled as he entered Superintendent McGargle's office yesterday and served on him and Tom Currier a writ of habeas corpus for the production at 9 o'clock this morning before Judge Anthony of the body of William P. Boyden, of Minneapolis, who is charged with embezzlement, and who was arrested on telegrams from that city.

The sum stolen by Metz, the Water-Office clerk, amounted to \$147.50. Mr. Metz says that the way in which he did his stealing was by filling up a receipt with a false house-number and a reduced sum. This was signed by the Registrar, and the money was paid to the Cashier, who gave him back the receipt duly stamped. Then he changed the house-number to what it should be, increased the amount, and passed it over to the taxpayer.

The Committee on Railroads yesterday afternoon considered the ordinance of Ald. Burley, which provides that in future, whenever streets are given over to the use of horse-railway companies, but one track and no sidings shall be laid. They will recommend that the matter be placed on file. The petition of the Chicago Land Company for the right of way to lay a railroad track on Goose Island was laid over so that the Committee can go and look over the ground.

The following building-permits were issued yesterday: H. Milliges, to build a one-story brick cottage, 21 by 40 feet, 784 Twenty-first street, to cost \$1,000; Frank Sbarbora, to erect a three-story store and dwelling, 22 1/4 by 63 feet, corner of Lake and Leavitt streets, to cost \$5,000; Conrad Selpp, to erect five four-story and basement stores and dwellings, 178 by 140 feet, No. 257 to 273 Franklin street, to cost \$100,000; to Healden & McCauley, to erect a two-story and basement junk shop, 49 by 100 feet, on Indiana, corner of Franklin street, to cost \$7,500.

Robert Law and Col. W. P. Rend called upon the Mayor yesterday in relation to the coal ordinance recommended in Committee of the Whole for adoption. These gentlemen do not object to having their coal weighed and tested for the consumer, but to the time lost in drawing loads to city hay-scales. Their business is too extensive to be trifled with, and delay to them means loss of money, time, and business. They are known as dealers who always give certificates of weights to consumers, and they believe that the new ordinance is too sweeping in its character and should be modified. The firm of W. P. Rend & Co. alone employ over fifty teams daily in hauling coal, and Mr. Law's business is as extensive.

THE PAWNBROKERS.

Superintendent McGargle, the Chief of Police, was asked yesterday afternoon by a TRIBUNE reporter what he thought of the bill introduced in the Legislature the day before proposing to regulate pawn-shops, and compelling them to close at 6 o'clock in the evening. Superintendent McGargle said: "To keep open from 7 o'clock in the morning until 6 at night, in my opinion, is long enough for a pawnshop. The regulation of this business is something which is needed. I hope the bill will pass. It will help us in breaking up 'fences.' You see, if they have to close at night we can keep a better scrutiny over the pawnshops. Suppose we see them doing business after hours, we can go in at once and investigate. It is after nightfall that most of the crooked dealing is done. So far as keeping a record of all the goods received goes, that is the law now, and we have had it frequently violated and had the culprits arrested and fined, and some of them have had their licenses revoked. But pawnbrokers are hard people to control, and I think that this law will help us."

THE WEST MADISON STREET SUB-STATION

was formally opened yesterday morning. It is 600 feet west of Western avenue. The new wagon intended for use in the district was sent over there during the day. The following new alarm boxes were attached to the station, and went into service yesterday: Madison and Western avenue, Madison and Oakley streets, Madison and Leavitt streets, Madison and Hoyne avenue, Madison and Rockwell streets, Madison and California avenue, Jackson and Leavitt streets, Jackson and Western avenue, Jackson and Rockwell streets, Van Huron street and Campbell avenue, Jackson street and Sacramento avenue, Lake and Leavitt streets, Lake street and Western avenue, Lake street and Kedzie avenue, Fulton street and San Francisco avenue, Fulton and Rockwell streets, Fulton street and Oakley avenue, Kinzie and Leavitt streets, Kinzie street and Western avenue, Indiana street and Oakley avenue, Western avenue and Harrison street, Hoyne avenue and Harrison street, Oakley avenue and Harrison street. Private boxes are located at 12 Hamilton avenue, 25 North Oakley street, and 1074 and 1076 West Lake street.

WEST SIDE STREETS.

The Committee of Streets and Alleys of the West Division held a meeting yesterday afternoon in the Council Chamber, with Ald. Lawler in the chair. The ordinance for the improvement of Eighteenth street from Halsted to Blue Island avenue was recommended to be placed on file, there being a remonstrance against the improvement. The remonstrance against the improvement of West Harrison street was placed on file. A petition was presented from property-owners representing some 5,000 front feet, asking that fifty feet of Twelfth street, between Ogden, Oakley, and Ashland avenues, be vacated. The petition appears somewhat cheeky on its face, as each property-holder asks that the city add twenty-five feet in depth to the lots on each side of the thoroughfare. Thirteen years ago the street was made 150 feet wide and dedicated to boulevard purposes. The city assessed benefits and awarded damages, and paid for the fifty feet now used as a street. The West Division Railway Company has been granted the right-of-way to lay a track to Douglas Park, which spoils it for boulevard purposes; nevertheless it leaves a beautiful, wide avenue, which the owners of abutting property want to narrow to 100 feet. The Mayor, it appears, owns property on the street, but he does not make any recommendation in the matter. The abutters want the twenty-five feet on each side granted to them as a gift, without paying anything to the city. The petition was referred to the Corporation Counsel. The whole thing appears like a speculation, the city, of course, to be the victim.

The ordinance for the improvement of West Adams street from Robey to Hoyne avenue was recommended to be passed; also, an ordinance for the opening of California avenue from Lake to Fulton street. The order for a viaduct over Polk street from Canal street to the river was recommended referred to the Commissioner of Public Works to have plans prepared. It was stated by City-Engineer Creger that this work could not be commenced until the middle of May, and that the Harrison street viaduct would be completed about that time; the Bangamon street viaduct will be completed about the 1st of June. The name of Sixth street, between Madison and Monroe, running west from Ogden avenue to Wood street, was changed to Ogden place. Ald. Peevey moved to name it Lawler avenue.

A petition for the widening of Fairfield avenue from Twelfth street to Ogden avenue was recommended to be passed. The request to be allowed to erect telegraph-poles on Morgan from Twelfth to Twenty-second street was placed on file. Ald. Hildroth's ordinance for a new bridge at Fourteenth street was laid over.