REAL ESTATE.

Other Cities Copying the Chicago Park System.

The Last Days of Grace for Delinquent Taxes.

The Evanston Railroad----Property About Humboldt Park----Egandale Roads, Etc.

Real Estate Market---Transfers Recorded the Past Week.

BOULEVARDS VS. PARKS.

Nearly all the principal cities of the United States are either agitating the subject of suburban parks or making extensive preparations for improving new parks and boulevards, recently established, and prominent cities in Boston, St. Louis, and other cities, have recently sent to Chicago for copies of our Park laws, as models for the organization of Park Commissions in their own cities.

The taste for ornamenting cities with public grounds has experienced an extra development during the last few years. Paris, with its eleven thousand acres of public grounds in parks and boulevards, has become the model for other cities throughout the world. Central Park in New York was found to be not only a source of pleasure and an object of pride to her own citizens, but also a means of attractive to strangers that thousands who went to the city on business prolonged their stay, and thus made a large addition to the floating population and business of the city. Emulating this success, almost every city in the United States began to agitate the establishment of parks.

At first, the general idea of such public pleasure grounds were only of large tracts of land in compact masses in different parts of the cities. In nearly all cities it was found impossible to obtain such tracts within a reasonable distance, except at great cost. The result is, that the majority of the new parks are remote from the centres of population, and though they may be pleasant and accessible places a dozen years hence, are of comparatively little pleasure or profit now. The desire for beautiful public grounds accessible and enjoyable at once, has been met by the establishment of boulevards, and these are now more popular than large parks. Necessarily the latter are conveniently accessible to only a portion of the people of any city, while the boulevards are parks "spun out," so to speak, so as to be equally accessible to ten times as many people, and while they are growing in popularity with all that class who have no horses and carriages of their own to drive to the large and more distant parks, they are also popular with all who like to drive where they can most everybody else. Our South Park "Boulevard," it is difficult to get into the habit of calling it South Parkway, which the Commissioners insist is its proper name, because the name is not sufficiently distinctive of the character of this class of public grounds,--is an example of this popularity. It is accessible to more people even of those who go on foot than any other part of the new public grounds. It is the only part of them which has yet come into use, and will probably always be frequented by greater numbers on that account.

The increasing popularity of boulevards is shown by the fact that, instead of establishing more parks, New York has provided for six great boulevards leading north from Central Park. In Cincinnati a fine boulevard extending entirely around the city has been established and improved within the last year or two, and in St. Louis a boulevard is projected to extend toward the city from a new park of 1,300 acres recently established in its western suburbs.

As places of residence, the lots fronting on boulevards are, to the great majority of people, more attractive than lots fronting on the more expensive parks. Human nature is gregarious, and, while people of good taste avoid narrow streets, because they bring neighbors too near, they still like to see neighbors' houses in view across the way. The view from houses fronting on extensive parks is lonesome; trees and shrubbery hide the distant throngs of pleasure-seekers, while the narrower limits of boulevards bring them just within that agreeable distance that confines all the life and show of the city under the leafy canopies and within the green hedge-rows of the country.

DELINQUENT FOR TAXES.

The laws for the collection of city, county, and State taxes assessed on property in Cook County are in considerable of a muddle. The new Constitution, and a subsequent decision of the Supreme Court thereunder, have made the old law under which property has been assessed and delinquent reports sold for taxes, inoperative. But, to meet the emergency, a new law was approved March 12, 1872, which went into effect from the date of its passage, and, under this, the County Treasurer will apply for judgment and proceed to sell delinquent property for State, county, and city taxes of 1871. The assessment roll for State and County taxes was destroyed in the October fire, but has recently been renewed and equalized.

Under the Constitution also, the manner of the assessments for city taxes of 1871 is of questionable legality. Nevertheless, about two-thirds of the city taxes and special assessments for 1871 have been paid, and against the property delinquent for the remaining one-third, the Collector will apply for judgment at the August term of the Court and under such judgment will proceed to sell the property in September. Under the old law, and before the adoption of the new Constitution, the sales for city taxes would have taken place during last March and April. It will be seen, therefore, that the effect of the new Constitution has been to defer the sale of property for city taxes nearly six months. The new tax law is passed in pursuance of the statute prescribed by the new Constitution, goes into effect on July 1, and all sales of property delinquent of either State and county, or city taxes, assessed after that law goes into effect, must be made at one time, and not at a different time for State and county taxes than for city taxes as under the old system. But this does not apply to the taxes for 1871, which if assessed under the statute of valuation now in vogue will be contrary to the provisions of the new law which goes into effect on July 1st. The assessment and collection, therefore, of the taxes for 1871, are likely to be much more complicated than of the taxes of 1872.

But in regard to the city taxes and special assessments for 1871, one-third of which are yet to be paid, it should be apparent to every one that the city government can not be carried on without a revenue. There is a vast amount of work to be done, and new emergencies to meet in consequence of the fire. The city stands in pressing need now of every dollar of these unpaid taxes, and every property-owner who is now in arrears ought to pay at once. But, aside from this view it may be said for the information of those who are on the policy of keeping the city out of its dues so long as they can do so without costing them anything, that penalties will be added to the taxes due the unpaid after June 24. After that date, also, no rebate of taxes or property destroyed or damaged by the fire of October will be allowed. On January 18, 1872, a bill was passed and went into effect providing for a remission of a portion of the taxes on property of which the buildings were destroyed by fire in October. The proportion of this rebate (amounting in the aggregate to $350,000) has been adjusted to each piece of property, but a large amount remains unclaimed yet by the property-owners to whom it is due. After June 24, this rebate on the taxes on the property will no longer be allowed. On that day the returns will be made to the County Treasurer for the full amount of taxes as assessed last year without any remission. The County Treasurer will have no authority to make the rebate, and the property-owners who do not pay their taxes before that date will lose whatever might be due them in that way.

THE JANGLE ABOUT THE EVANSTON RAILROAD.

We are given to understand that the Directors of the Chicago & Evanston Railroad Company have agreed with the property-owners along the proposed line to build the road within eighteen months, at farthest (but that they will probably complete it within a year), in consideration of the sum of $100,000, to be given as a bonus. This amount would be about one-third of the cost of the road to Evanston when equipped with the necessary rolling-stock. The road is to be of the standard, 4 feet 8½ inch gauge, but the rails will be light weight, and the engines and cars will be nearly as light as the rolling stock of a narrow gauge road. The advantage of the standard gauge is, that it not only makes more spacious cars for the suburban traffic now contemplated, but if at any time it should be found expedient to extend the road to some more distant point, or connect it with some other road, the change of rail would be simply a matter of expense. A number of Evanston property-owners, however, protest against the manner in which the proposed Chicago, Evanston & Lake View Railroad has been projected by the Common Council of Chicago, which has granted to the Chicago & Evanston Company the control of the only feasible route. It is claimed by the parties in the interest of the Chicago, Evanston & Lake View Company, that the Directors of the Chicago & Evanston Company do not intend to build a road to Evanston, and are only talking of building one in order to occupy the field and keep others out. The dissatisfied parties, however, do not explain how the Chicago & Evanston Company is to gain anything by preventing others from building a road which they do not want to build themselves.

ABOUT HUMBOLDT PARK.

Property is in active request, both by the small lot and by the acre. The passage of the Chicago & Pacific Railroad ordinance by the Council secures the building of that road, which will run west to Bloomingdale avenue, just north of the park, and to a point somewhere about a mile west of Humboldt Park, will intersect with the new Milwaukee & St. Paul Road, which will come into the city parallel with and just south of Grand avenue. The Chicago & Pacific will have a passenger depot near the north end of the Lasalle street tunnel as they can get to the ground, and the Milwaukee & St. Paul will come into the Kinzie street or the river, and then run south to the great Union Depot to be built next year on the present site of the Pittsburgh & Fort Wayne depot. These two roads running suburban trains from the business centre of the city to a junction a mile or two west of Humboldt Park, will make there an important suburban station, which will certainly grow into a town. We hear of the sale within the last few days of 72 acres, a short distance west of Humboldt Park, at $1,600 per acre. The same land was sold in 1866 at $80 per acre.

Start of the park there is 40 acres recently put into a Homestead Association by Mr. Hoary Greenebaum and others. The shares were offered for sale last week, and the entire 1,600, representing about 400 lots, were sold in a few days. The demand for them has determined and Mr. Greenebaum and his associates to put another tract of 80 acres, subdivided into about 300 lots, located just north of and nearly adjoining Humboldt Park, in a similar Homestead Association, and offer them for sale on the same plan as these just disposed of.

A tract of 8 acres on the southeast corner of North seventh and Western avenue, about half a mile east of Humboldt Park, was sold a few days ago at $4,600 per acre.

THE ROADS THROUGH EGANDALE

have been greatly improved this spring, and are

now among the smoothest and pleasantest for carriage driving about the southern suburbs. The effect of good roads on the value of the adjoining real estate is perceptible in this case. Sales have increased, and over a dozen lots have been sold there within a few days at prices ranging from $40 to $50 per front foot. If property-owners generally could come to a realizing sense of the effect of good carriage roads to increase the value of real estate, there would be twice as many good roads built at private expense and by private enterprise, instead of waiting for town and city authorities to take the initiative.

CLARK STREET.

A lot 70 feet deep, and fronting east on Clark street, just north or the Sherman House, was sold on Saturday, 15th, at $1,000 per front foot, or at the rate of $144.28 per square foot. The terms were all cash, and the sale is a fair criterion of values in that quarter.

A lot 40 feet front on the east side of Clark street, between Jackson and Van Buren, was also sold a few days ago at $650 per front foot, or an aggregate of $34,000.

MERCHANTS' BUILDING ASSOCIATION

An important addition to the splendid business buildings on Washington street is to be made by the erection of the Merchants' Building on the northeast corner of Washington and LaSalle streets. This has always been one of the most important corners in the city for banking, insurance, and financial business generally, and the erection of the building in question will serve to confirm the character of Washington as the financial street of the city.

The property is owned by Mr. Tuthill Hinc, but has been leased for a term of years, and this lease has been bought by an association of gentlemen who have formed a joint stock company and subscribed capital to erect a building that will cost $175,000. It will be of stone handsomely or the front, with glass fronts of plate glass throughout. A passenger and a freight elevator are among the features of the interior, which will be arranged with every other convenience necessary to a perfect office building.

THE REAL ESTATE MARKET

retains a great deal of activity, considering the hindrance to transfers on account of the entire lack of any means of getting new abstracts made or getting old ones continued. A good many negotiations for valuable property fail entirely because the purchasers insist on having abstracts of title, and the sellers cannot furnish them. It is probable that if abstracts could be furnished, the volume of real estate sales would be immense; even as it is, they are larger than ever before in the history of this city.

We have no actual progress to report yet in the purchase of the abstract books of the firms engaged in making abstracts, but, as mentioned last week, have reason to believe that something definite will be consummated soon. The abstract firms doubtless think the county cannot get along without their books, but, on the other hand, they possess property in their books that will be less valuable the longer it is kept in private ownership instead of in the ownership of the county.

SUMMARY OF RECORDED TRANSFERS FOR THE WEEK.

	Number of transfers.	Aggregate values.
Inside the city limits	218	$1,311,765
North of city limits	2	4,750
West of city limits	3	51,339
South of city limits	44	352,846
Totals	266	$1,760,194

INSTRUMENTS FILED FOR RECORD SATURDAY, JUNE 15—CITY PROPERTY.

West Washington st, bet Oakley and Leavitt sts, s f, 50 ft to alley, dated May 1; consideration, $6,000.

Lots 38 and 39, in Block 2 of s ¼ Block 9, Sec 33 39, 14, dated May 10; consideration, $1,250.

The premises No. 320 Vine st, dated June 11; consideration, $1,350.

Fourth av, bet Harrison and Van Buren sts, w f, 25x100 ft, dated June 14; consideration, $10,600.

South Western av, 174 ft s of Robey st, n w f, 24x100 ft, dated April 25; consideration, $1,250.

Michigan av, 100 ft s of Thirty-fourth st e f, 60x 174 8-10 ft, dated June 10; consideration, $10,000.

The premises No 257 Mitchell st, dated June 12; consideration, $1,700.

Lake st, 102 ft w of Fifth av, n f, 5 in by 180 ft, dated June 10; consideration, $3,910.

Lots 23 and 29, in Block 8, in Bravnell's Addition, dated April 20; consideration, $2,250.

Centre st, s e corner of Dayton st, n f, 3½ by 100 ft, dated April 4; consideration, $3,503.

Lot 13, in Block 43, Carpenter's Addition, also Lot 46, in Gurley's Block 2, of s e ¼ Sec 17, 39, 14, dated March 25; consideration, $16,000.

Michigan av, 100 ft s of Fourteenth st, w f, 24 (2-12) ft to alley, dated June 14; consideration, $7,500.

Wabash av, between Thirty-eighth and Thirty-ninth sts, w f, 50 ft to alley, dated June 8; consideration, $5,200.

Loomis st, w corner of Evans st, s f, 48x100 ft, dated April 11; consideration, $3,000.

West Twelfth st, bet Morgan and Brown sts, s f, 23 ft to alley, with buildings, dated June 14; consideration, $5,000.

Lot 2 of Lots 7 and 10, in Block 46, Original Town, dated Dec. 14, 1871; consideration, $7,700.

Lot cl, in Block 97, Sec 19, 39, 14, dated March 14; consideration, $600.

Lot 15 and w 6 ft Lot 12, in Block 1 of Block 42, Sec 7, 39, 14, dated May 1; consideration, $1,150.

Undivided ½ of s 23 ft of Lot 14, in Assessor's Block 118, School Section Addition, dated June 1; consideration, $12,500.

Chicago av, bet Bickerdike and Noble sts, s f, 25 feet to alley, dated June 5; consideration, $7,500.

West Adams st, w of Leavitt st, s f, 25x150 ft, dated April 11; consideration, $7,675.

Chicago av, 72 ft w of Jackson st, n f, 24x22 ft, dated May 20; consideration, $2,000.

E ¼ Lots 23 and 24, in same, dated May 20; consideration, $450.

W ½ Lots 23 and 24, in same, dated May 20; consideration, $450.

Fourth av, s e cor Robey, n f, 24 ft running to Ashley st, dated April 22; consideration, $1,800.

West Lake st, w w cor of Carpenter st, s f, 25 ft to alley, dated June 1; consideration, $5,000.

Lot 8, in Bickerdike's Subdivision adjoining Lots 1 and 8 in Block 19, Bickerdike's Addition, dated May 23; consideration, $350.

Same, with buildings, dated June 15; consideration, $1,600.

Lots 45 and 47, in Block 4 of Harrison's Blocks in same, Sec 19, 39, 14, dated June 10; consideration, $1,700.

Lot 9, in Block 22, of s s § Sec 21, 39, 14, dated June 14; consideration, $9,000.

Fourth st, bet Bickerdike and Noble sts, s f, 25 feet to alley, dated June 5; consideration, $350.

West Adams st, w of Leavitt st, s f, 25x150 ft, dated April 11; consideration, $7,675.

Lot 82, in Block 13, Sec 7, 39, 14, dated May 15; consideration, $950.

Lot 20, in West Lot 8, in Block 4, Sec 29, 39, 14, dated June 5; consideration, $900.

S Langley st, bet Thirty-eighth and Thirty-ninth sts, w f, 25x133 ft, dated June 8; consideration, $2,000.

Same as above, dated May 20; consideration, $2,000.

Lot 32, in Block 1 of Block 19 of s § Sec 31, 39, 14, dated June 1; consideration, $400.

Lots 29 and 30, in Fish and Young's s s § Sec 13, 39, 13, dated June 10; consideration, $700.

SOUTH OF CITY LIMITS.

Michigan av, bet Forty-second and Forty-third sts, e f, 100x165 ft, dated May 6; consideration, $12,000.

100x165, adjoining the above, dated May 6, consideration, $12,000.

Lots 27 to 29, in Block 2, of Wright & Windrett's s w § Sec 9, 38, 14, dated June 15; consideration, $500.

s f Block 2, in same, dated June 6; consideration, $7,100.

W ½ of Lot 9, in Block 7 in Assessor's Lots 17 to 21, in Sec 16, 38, 14, dated May 7; consideration, $1,027.

W § of e ½ Lot 9, in Block 7, same, dated May 15; consideration, $1,027.

E § of Lot 9, in Block 7, same, dated May 15; consideration, $3,003.

N § Lot 8, in Block 5, of Wilson, et al, n w § s w § Section 15, 38, 14, dated May 10; consideration, $500.

Lots 17 to 19, and s 14 ft Lot 20, in Block 1, of Blair's w § s w § Section 10, 38, 14, dated May 31; consideration, $7,700.

Lots 7 to 16 and s § Lot 6, in Block 1, same, dated June 5; consideration, $15,350.

Lot 2 in McCarthy's Lot 1, of Rosenmerkel's s § Lot 6, in Section 16, 38, 14, dated May 22; consideration, $2,400.

Lot 3 and 8 to 8, in same, dated March 23; consideration, $9,000.

W § of e § of s § of s § of s § Section 12, 38, 13, dated May 10; consideration, $6,000.