

## DOYLE RESIGNS.

THE SUPERINTENDENT OF POLICE ACCEPTS THE SUPERINTENDENCY OF THE NEW WEST SIDE CAR LINE.

Austin J. Doyle, Superintendent of Police, resigned yesterday to become Superintendent of the new street railway company which is to operate in the West Division. He was appointed Secretary of the department June 11, 1879, and succeeded William J. McGarigle in November, 1882, having been at the head of the force since that time. He is one of the originators of the patrol-system, which has been adopted by many other cities, and was an efficient officer.

About noon yesterday, Chief Clerk Brennan handed the Mayor a letter from Chief Doyle announcing his resignation and acceptance of the superintendency of the West Side car line, and attributing his action solely to his sense of duty to his family. He expressed regret at severing pleasant official relations, and a deep appreciation of the uniform kindness toward him of the heads of the local government.

The Mayor sent an acceptance, in which he paid Mr. Doyle a high compliment upon his administration of police affairs, and wished him success in his new venture.

Along in the afternoon the following was forwarded to the police stations:

MAYOR'S OFFICE, CHICAGO, Oct. 15.—To the Members of the Police Force of Chicago: It is with sincere regret that I have to announce the resignation of Austin J. Doyle, Esq., as General Superintendent of Police. I feel confident that this regret will be felt by the entire department as well as by the people of the City of Chicago. Inspector Fred Ebersold will take charge of the department pending the appointment of a General Superintendent of Police. Capt. John Bonfield will be detailed as Acting Inspector, vice Inspector Ebersold, and Lieut. William Ward of the Third Precinct will be in command of said precinct until further orders; all to take effect this day.

CARTER H. HARRISON, Mayor. The above is a copy of a communication just received at this office and is hereby promulgated for the information and guidance of the force.

FREDERICK EBERSOLD, Inspector and Acting General Superintendent.

Mayor Harrison said he was not surprised at the resignation. He had been prepared for it weeks. While sorry to lose Mr. Doyle as his friend, advised him to accept the

the salary was not larger at present he had been getting, but there was a punning for a number of years, and

the place was a "growing" one, and besides, Mr. Doyle would be situated where he could add to his fortune legitimately. In the police department there was no advancement for him, and no opportunity to make money. He considered Mr. Doyle the best policeman he ever knew, and believed, if he had remained two or three years longer, he would have been the ablest one in the world—would have had as thorough a mastery of the police as Marshal Swenke had of the Fire Department. The resignation left the department without a head, and, as the real head, he had issued an order, putting Inspector Ebersold in charge, he being the senior Captain, and in the line of promotion.

"Will you send his name to the Council?"

"I haven't said so, but my present impression is that the new men will be permanent. Of course, I reserve the right to change my mind. But I don't think there will be any change. The thing was in such shape that I couldn't advise with any one, and I haven't talked to any one on the subject except Doyle."

Capt. Ebersold was born in the south of Germany in the year 1811 and came to America at the age of 5. He arrived in Chicago a year later. At the outbreak of the rebellion he enlisted in the Twelfth Illinois Infantry, and after three months joined the Fifty-fifth. During the War he was promoted to the rank of Captain. Afterwards what money he had he lost in the commission business, and in July, 1867, he joined the police force. He served as Lieutenant and Captain at the Harrison Street Station, was transferred to the West Twelfth Street Station in 1879, when Simon O'Donnell was made Chief of Police, went to the Madison Street Station in 1880, when McGarigle succeeded O'Donnell, and on Superintendent Doyle's appointment took charge of the day squad. Shortly before Col. Wolter's death Capt. Ebersold was given his old post at the Harrison Street Station, and was made Inspector when Col. Wolter died. He has given general satisfaction as a shrewd, pleasant, competent, and thoroughly reliable officer.

Capt. John Bonfield is a native of New Brunswick, where he was born in the City of Bathurst in the month of April, 1836. In 1842 his parents settled on a farm near Buffalo, where they remained two years, removing thence to Chicago. John studied engineering, and after a time obtained a position in H. N. Hough's packing-house and afterwards in Wahl Bros.' glue factory. From 1859 to 1868 he was a locomotive engineer on the Chicago & Alton Road. He then tried the grocery business unsuccessfully, and took a position in the Custom-house. He and his brother purchased a fertilizing establishment at the Stock Yards, leaving Mr. Bonfield poorer than ever. His connection with the Police Department dates from January, 1878, when he was detailed as detective at the Twenty-second Street Station. Chief McGarigle afterwards put him on the detective force at the Central Station. He afterwards served successively as Lieutenant of the Twenty-second Street Station, Lieutenant of the West Twelfth Street Station, Lieutenant at the Madison Street Station, and chief of detectives at the Central Station. Capt. Bonfield did much to make the police patrol service a success, working out the details of the system that have made it so thoroughly effective.

Lieut. Ward, who succeeds Capt. Bonfield, is about 35 years old, has lived in Chicago all his life, and has been a policeman for over ten years, during which time he has served almost continuously in the district, of which he is now in control. He is energetic and will no doubt prove himself well able to fill the position to which he is assigned.

The fact that Mr. Doyle's resignation is to take effect immediately, although the new line is not yet running, is easily explained by Mr. Harvey T. Weeks, the virtual head of the curtila company:

"Austin will have plenty to do from the start. There are men to hire, buying to supervise, and a thousand odds and ends that have grown on my own hands until they got too much for me. Austin is just the man for the work, and the company feels that it makes a great acquisition in securing his services."

"When will you begin running cars?"

"Within three weeks at the outside, perhaps within a fortnight. We are ready as soon as the Adams street viaduct is ready, having made our last crossing last night."

The new line starts with fifteen cars, which are being completed at Pullman now. One of them was on exhibition at the exposition, where it was observed by many. They differ slightly from the West Division cars, and are the exact counterpart of those in use on the new Broadway line in New York. Indeed, the latter company, which contracted at Pullman for fifty cars, took ten which were being built for the Adams street line upon the understanding that they were to be replaced from their own order when it was completed.

The Secretary of the new company is to be Mr. E. R. Bliss, a lawyer, who is well known in the political circles of the Second Ward. He will be a small stockholder. A reorganization of the existing company is to be effected and new stock issued in the near future. No one has been named for President of the new company, but it will be a general surprise if that office, now held by Mr. H. L. Hough, is not ultimately filled by Mr. Harvey T. Weeks.