FOR KILLING HER HUSBAND.

Mrs. Grethe Sorenson Sues the Southern Pacific for $50,000.

CHAS. BROGGER WANTS $5,000

Jesse N. Shaw, Arrested on an Execution Rubber Goods Bill, Forgo a Claim for $25,000 Damages.

The case of Grethe Sorenson vs. the Southern Pacific company was transferred from the district court of Weber county into the United States court yesterday and this is the Federal court case, it is stated in the complaint filed in behalf of the widow of Jens Sorenson, who was killed at Ogden, while coupling the cars of an inspection train on the 8th of April, 1898, and the damages in the sum of $50,000 are claimed in suing for judgment against the said company for the death of her husband.

THE FIVE THOUSANDS.

The case of Charles Grogger vs. the same Pacific railroad company, has been transferred from the district court of Weber county into the United States court. The plaintiff is suing the Union Pacific company for the sum of $5,000, damages claimed by him, in consequence of being injured by being run over by the said company's cars on the 4th day of August, 1898, while coupling cars at Ogden, Utah, which cars were moving, while the train was in charge of one of the employes of the said company.

ALLEGED UNLAWFUL ARREST.

The case of James H. Shaw vs. Wells, Fargo & Express company, was filed in the United States court yesterday. Mr. Shaw's complaint states that he was arrested on a civil process issued by the United States court, which the train he was on was boarded by one of the employes of the said company.

ROBERT SEABOLDT'S TROUBLE.

He Left Salt Lake Has Spent Considerable Time in Jurors' of Late.

A Denver News special from Boston says that on Wednesday night Robert Seabolt, a money expert of Salt Lake, was taken without warrant or judicial proceedings to Boston to be tried for a crime said to have been committed in Boston, and where he was charged with a deficit of $10,000 half. He is accused of a crime for $10,000 stolen and invested by A. Wright of Boston, who claims that Seabolt induced him to invest in a mine of valuable gold quartz property in San Juan county, Utah.

Seabolt is the representative of the owner of the property and received from representatives of Wright the money for the mine some time ago. Wright says it is H. H. and W. W. Cox of Denver, who claim that Seabolt induced them to invest in the property, and he is charged, the Cox's say, with having induced them to make an agreement with Seabolt for the purchase of the property, Wright being left out of the deal.

E. H. Cox testified that Wright was approached by him and Seabolt to buy the property and that he had was induced to make the purchase, Wright, he said, being left out of the deal.

Mr. Seabolt has spent considerable time in Denver trying to settle the matter. He has spent a good deal of his time in conference with a Denver attorney, who, it is said, has also been hearing on the purchase of the gold quartz properties, which, it is said, Seabolt induced Wright to purchase. Seabolt is said to have stated that the Cox's attempt to get the property had failed because he was unable to raise the money, which claimed to represent the various owners of the gold quartz fields near Ophir, Tooele county. He is reported to have said that he had failed in the order of a receiver placed over the property in New York. A few weeks ago he was in Denver to receive the money for the sale of the property to a New York syndicate. The deal, however, fell through. Mr. Seabolt is now in Boston after and there here who claim to be in close touch with the express company in his trouble, it is said. They do not believe he capable of being dishonest. He is well educated, having graduated a member of Harvard and Princeton college. He has been in the West for a few years and made his money by speculating in mines in western Utah. He professes to be an old mining engineer. He is not over 40 years of age.

ELECTRIC LIGHT MATTERS

Quality of Illumination to be Considerably Improved.

The Utah Light and Power company contemplates improving the quality of the light in the city by separating the light and the power circuits. Under the present system the other railroads would remain and incandescent lighting would go off from the same source, with the result that the fluctuations in the light would upset the factory and other machinery in use. The contention is that the strength of the light from the latter and is the cause of complaints. There has been considerable complaint on the subject from the patrons of the company, so the company is going to be provided by having the circuits disjoined.

There are three dynamos in the Big Cottonwood power plant, and two in the Ogden Power company's plant, which are not below it. Two weeks ago to all the dynamos in the Ogden plant were connected with the main lines, the latter plant was connected with the Big Cottonwood plant, and the current carried into the Ogden at the rate of the Kaysville. It was proposed to use the energy from the Kaysville generation for lighting Ogden only, but then across the valley to the Ogden plant, in addition to that from the Ogden plant, in order to use the current for power in the shops of the Ogden Power company, and for other power purposes. These changes will be carried with the uncertainty of the light.

CIVIL SERVICE PLACES.

Information Concerning Examinations in Utah of Interest to Applicants.

Word has been sent from Washington to Secretary Williams of the civil service commission of this city that an examination will be held November 14th and 15th next in all cities where there are a board of examiners, for the position of inspector of heating and ventilating apparatus in connection with public buildings, supervising architect's office, at a salary of $1,000 per annum. The duties of the position to be examined in are the inter-ventilating methods, heating and ventilating apparatus, mechanical engineering and reports. The salary is $1,000 per annum.

The examination will be held on the 14th and 15th, in Salt Lake City, at the post office building, and the examiners will be notified of the examination.

WESTERN HOLD-UPS

To be Interdicted by Congress and Come Under Federal Laws.

"Gov. Col. J. H. Gibson, manager of one of the big express companies, "that what we hope, being the crime of holding up and robbing trains on the Western and Southern lands within the jurisdiction of the Federal authorities.

A petition was made in Congress in January, 1898, relative to this important issue, and a bill was offered by Joel D. Hubbard, of Missouri, setting forth the grievances of the people and asking that the Federal laws be extended to the territories. The bill was referred to the government committee in due course, and was reported by Federal authority. Owing to the congestion of the calendar matters of private nature, the measure was not upon the floor, and was until the present time, when it was reported, after several efforts on the part of the railroad and express companies to secure passage, which is to transportation from point to point on our great Southern and Western roads.

"When we realize that the United States mail cars are robbed attached to the house of robbers the best of Federal intelligence is left for and with the most abandoned desperadoes of America. The value of the mail cargo is better than of the express companies, and yet the express companies are robbed, and the mail cars are not robbed. Why is that? It is rare, indeed, express across the United States are robbed, and the mail cars are robbed, and express across the United States, and express across the United States, and express across the United States