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Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday
<div><div></div><div>47 / 25</div><div>Cloudy</div></div>	<div><div></div><div>57 / 34</div><div>Sunny</div></div>	<div><div></div><div>65 / 36</div><div>Mostly Sunny</div></div>	<div><div></div><div>67 / 43</div><div>Partly Cloudy</div></div>	<div><div></div><div>60 / 35</div><div>AM Showers/Wind</div></div>	<div><div></div><div>59 / 38</div><div>Partly Cloudy</div></div>	<div><div></div><div>59 / 39</div><div>Partly Cloudy</div></div>
Wind: N 17 mph	Wind: SW 10 mph	Wind: S 19 mph	Wind: S 14 mph	Wind: W 22 mph	Wind: NW 15 mph	Wind: E 13 mph
*Average wind speed for each day						

UV Index Today

5

0-2 Low, 3-5 Moderate, 6-7 High, 8-10 Very High, 11+ Extreme.

North Dakota				Minnesota			
	Today	Lo	Hi		Today	Lo	Hi
Bismarck	45	24	57	Alexandria	48	28	53
Fargo	44	24	51	Duluth	49	33	50
Medora	46	23	63	International Falls	40	28	46
Minot	44	24	56	Minneapolis	54	34	57
Williston	45	23	63	Rochester	52	34	55

BRIEF

Patrol identifies woman killed in central North Dakota crash

McCLUSKY, N.D. — The North Dakota Highway Patrol has identified the woman killed Tuesday, April 15, in a central North Dakota crash. Kathleen Cannon, 67, of McClusky, was killed after the 2015 Dodge Ram 1500 she was driving westbound on North Dakota Highway 200 east of McClusky crossed into the opposite lane and

struck a tractor. Cole Felchle, 22, of Denhoff, N.D., was driving the tractor. He was not injured. He does not face charges in the crash, the Highway Patrol said. The road was closed for roughly four hours after the crash. The patrol is continuing to investigate the crash. McClusky is located in Sheridan County, roughly 65 miles northeast of Bismarck.

Forum News Service

GROCERY CONTINUED from A1

location in New England. In online testimony, he said there are only 90 rural groceries open in the state, and during committee testimony, Felding said the impact of Dollar

General stores entering a community can be “devastating” for rural grocery stores. “Generally, you can look at a 20-30% drop in sales off the bat,” he said. Felding said local grocery stores provide reliable access to food,

bolster local economies and support the social network of the community. He said dollar stores have a “predatory” dart-throwing business model where a company will open 1,000-1,100 stores a year and close the 300-400

worst-performing stores. “Which a lot of times runs out the small businesses and leaves the communities with nothing,” he said. Felding said the bill would give “small grocers a chance to thrive,” and shows that “we as a state

value our people.” His concerns over the impacts of dollar stores on rural grocers and the encroachment of massive chain grocery stores were echoed by multiple other local grocers who submitted testimony. “What rural grocery

stores need is access to funding that will allow them to upgrade their facilities and equipment,” North Dakota Grocers Association President John Dyste said in written testimony.

AMTRAK CONTINUED from A1

more reliable than driving.” “People are looking for options besides, you know, an 18-wheeler in their rearview mirror, and someone next to them yacking on the phone that they’re holding, or people in the car on the other side shaving or putting on lipstick,” he said. “I mean, driving is not as wonderful an experience as maybe it once was, and I think you’ll hear the same thing about flying.” Dale Niewoehner, a former Rugby mayor who has lobbied to Amtrak for more than 35 years, said the value of regular passenger service to a small, rural community like Rugby can’t be overestimated. “A lot of people want to bring up the fact that it’s nostalgic or history,” he said. “Well, that’s fine, but it’s still a method of

transportation here in rural America. “You know, Grandma wants to go to Seattle, she can come up here, get on this train, and nobody’s going to frisk her or anything,” he continued. “She can sit herself down in a chair or in a sleeper and safely get to Seattle without any hassle. And she can leave her car at the depot, and when she gets home, she can jump in her car and go home. And I think that’s really important.” And where the train stops, economic and tourism benefits follow, Odden added. Current Rugby Mayor Frank LaRocque said that judging by the license plates that frequent the depot parking lot, many Manitobans travel to Rugby to catch the train. So do people from across neighboring counties. Last year, 3,361 people got on or off the train in Rugby, according to Amtrak data. “They use the hotels if

they have an early morning train. ... They eat in the restaurants,” he said. Magliari heard similar feedback in a recent visit to Red Wing, Minnesota, one of the stops on the new Borealis line. “Folks in that community were very, very clear about what a great improvement that’s been for business in Red Wing, to make it easier for people to go back and forth between Red Wing and Chicago and St. Paul, for new business and for tourism,” he said. “So there’s certainly a great Midwestern example.” In North Dakota, for decades, the only passenger rail line has been the Empire Builder, which travels from Fargo to Grand Forks and west through Williston on its way between Chicago and Seattle and Portland. There are hopes for that to change in the coming years. On Dec. 20, the federal government published the Long Distance Service Study,

which included aspirations for more long-distance routes across the country, including the North Coast Hiawatha line. That line was decommissioned in North Dakota in the 1970s, and today is operated in Montana by the Big Sky Rail Authority. The hoped-for expansion would connect Chicago and Seattle through Fargo, servicing the bottom half of the state. There has also long been interest in extending service to St. Cloud and Fargo, Magliari added. Amtrak is a federally chartered corporation, meaning it operates like a private business but is government-owned. In Niewoehner’s experience, the federal government can be fickle at times — investments and projects can come through one day and be discontinued the next. He still remembers a time decades ago when there were discussions of ending daily Amtrak service in Rugby.

Still, he has high hopes that Amtrak’s multimillion-dollar investment in the state in recent years means passenger rail service is here to stay. “I hate to think of the time that this train is not going to stop here, if it just goes whizzing by,” he said. As for LaRocque, he hasn’t taken the train in many years. When it comes to travel, for LaRocque — a state trooper of 20 years — it’s tough to beat his love of driving. Recently, though, he’s been thinking it might be time for a trip. “I was just thinking about it yesterday. I should go for another train ride. It’s been a while,” he said, adding that he would like to go out west, perhaps to see the famous Pike Place fish market in Seattle. “And I’d like to go through the mountains — just ride out there, spend a couple days, and jump back on and ride

back to Rugby.” Following are year-over-year numbers for stations along Amtrak’s Empire Builder in North Dakota and Minnesota, comparing 2024 numbers to 2023:

- Devils Lake: 3,092 (2023), 3,922 (2024)
- Fargo: 17,545 (2023), 19,986 (2024)
- Grand Forks: 9,863 (2023), 13,018 (2024)
- Minot: 19,962 (2023), 22,680 (2024)
- Rugby: 2,718 (2023), 3,361 (2024)
- Stanley: 2,440 (2023), 2,960 (2024)
- Williston: 17,213 (2023), 19,192 (2024)
- Detroit Lakes: 4,182 (2023), 5,580 (2024)
- Red Wing: 5,609 (2023), 11,031 (2024)
- St. Cloud: 8,169 (2023), 9,358 (2024)
- St. Paul-Minneapolis: 77,597 (2023), 130,328 (2024)
- Staples: 5,931 (2023), 7,977 (2024)
- Winona: 10,847 (2023), 17,442 (2024)

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