

**DATEBOOK cont.**
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shadows behind, drew his derringer pistol, and fired. Mortally wounded, the president slumped forward, never to regain consciousness.

Over the next century, controversy surrounded the site of Lincoln's assassination. Some wanted Ford's Theater to stand as a tribute to Lincoln's life or a memorial to his martyrdom. Others simply wanted to raze the building and forget the terrible episode. But thanks to the determination of two North Dakotans, today visitors can tour Ford's Theater and see a replica of the presidential box where America's great leader became another casualty of the Civil War.

Shortly after Lincoln's death, the theater was converted into office space for various federal agencies. Over the next half century, most traces of the original interior were destroyed and forgotten. The first move towards restoration came in 1932. At the prompting of Lt. Col. Ulysses S. Grant III the former theater was converted into a museum and transferred to the National Park Service. The building housed a large collection of Lincoln memorabilia, but the actual theater was nothing more than painted lines, outlining the former stage and presidential box. Painted footprints traced the assassin's path. For some, the state of the museum only encouraged them to work harder to return Ford The-

ater to its original appearance. Among them, North Dakota's Republican Senator, Milton Young.

Appointed to the US Senate in 1945, Young wasted little time in contacting fellow North Dakotan Melvin Hildreth, Jr., a Democratic Party official with considerable influence in Washington DC. Like Senator Young, Hildreth wanted the National Park Service to rebuild the stage and presidential box exactly as it appeared in 1865. Not only would it stand as a powerful tribute to the "Great Emancipator," but they also recognized its potential as a tourist attraction.

Their first proposal in 1946 made little progress. Many still thought the painful assassination best forgotten, while others were certain the theater would only glorify John Wilkes Booth. The Washington theater industry feared it would open as a government-sponsored theater, leading to unfair competition. But undeterred, Young and Hildreth continued their work, enlisting the support of various dignitaries and actresses, like Helen Hayes, to testify before Congress in support of restoration. The first breakthrough finally came in 1955 when Congress approved Senator Young's bill for an engineering study. With Young's continued support, nearly a decade later, Congress approved over \$2 million for restoration. On this date in 1968, Ford's Theater reopened as a museum and private theater.

Senator Milton Young received the first Ford's Theater Lincoln Medal in 1981 for his legislation efforts. Sadly, Melvin Hildreth, Jr. did not live long enough to see their work come to fruition. He died in 1959, nine years before the restoration was complete.

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Yellow Kid

By Michelle Holien & Dr. Steve Hoffbeck

January 22, 2026 — In 1898, the city of New York grew into "Greater New York" when Brooklyn, Queens, Staten Island, the Bronx and Manhattan joined in one of the biggest consolidations of its time. It became the world's second-largest city with a multitude of fascinating things happening — fine art, architectural grandeur, booming business, flourishing museums and libraries. The Big Apple was represented across the nation in part by a comic-strip character named the "Yellow Kid," who lived in a fictional neighborhood in New York's East End — known as "Hogan's Alley."

It was on this date in 1899 that the Grand Forks Herald announced that the Hogan's Alley comic vaudeville show would premiere in the Metropolitan Opera House of Grand Forks on February 3. Admirers of the "Yellow Kid" were thrilled to watch their favorite characters perform in the "brightest, breeziest, wittiest farce comedy of the present time."

The Hogan's Alley cartoon-strip was created by R.F. Outcault for

Joseph Pulitzer's New York World in 1895. It embodied a gang of ragtag immigrant children living in New York's slums. The cartoon had taken the nation by storm. Its most famous character, The Yellow Kid, was a little bald-headed, ragamuffin boy whose real name was Mickey Dugan.

The Yellow Kid was always doing something mischievous, dim-witted, or verging on the line of dangerous. He poked fun at New York's crime, pollution, and overcrowding, and people loved it.

Even though this comic brought laughs to millions, it also caused drama between the two biggest journalism tycoons in New York — Joseph Pulitzer of the New York World and William Randolph Hearst of the New York Journal. They fought over the Yellow Kid after Hearst stole cartoonist Outcault from Pulitzer in 1896. The two newspapers competed so ferociously that they began posting outlandish headlines in order to capture the other newspaper's readers. This kind of journalism was called "Yellow Kid Journalism" but over time became simply known as "Yellow Journalism" — writing sensational stories with outrageous headlines.

So 1899 brought the "uncontrollable mirth" of Hogan's Alley rolling into Grand Forks in "three acts and 150 laughs," full of pranks, music, songs and dances, along with the Yellow Kid's funny sayings. His puns snapped forth "with the speed of lightning," and his "blithering nonsense" tickled the funny-bones. The Opera House was well-filled, and the audience "liberally applauded" New-York-City's fabulously-naughty and famous Yellow Kid.

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A Capitol Trolley

BY Sarah Walker

January 23, 2026 — Anyone passing through Bismarck today is able to go to the 17th floor of the capitol building, the observation deck, and view the landscape of the city from above. Tiny people, cars, trees, and buildings can be seen in every direction. There weren't 17 floors in the original Capitol, but at the time it was built, there was much less to look at. The building was quite some distance north of the developing city.

A Capitol "bus," drawn by horse, carted visitors and officials back and forth across this divide. In 1905, a trolley car was put into service, originally to haul coal up the hill to the Capitol, but the car also hauled people and was faster than the horse-drawn bus.

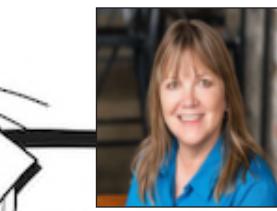
January of 1907 wasn't necessarily one of the most memorable winters, though The Ward County Independent reported that one man from Ryder, Peter Ramstad, rode 45 miles "with a fierce northeaster staring him in the face." He reported the worst ride he ever experienced in his twenty years living there.

However, on this date, news of the winter and one of its storms was spreading. As the Grand Forks Evening Times reported: "The disadvantages of having the Capitol located so far from the residence portion of the city was doubly apparent ... when the blizzard which was raging over this portion of the state put the street car line out of commission and made it next to impossible to reach the building."

Drifting snow had forced the street car into suspension early on in the day — a hardship for the legislators attending the session. But those who had business at the Capitol still found a way, as carriages and bobsleds were "called into requisition," but the round trip cost \$1 as opposed to 10 cents on the street car.

"Dakota Datebook" is a radio series from Prairie Public in partnership with the State Historical Society of North Dakota and with funding from the North Dakota Humanities Council. See all the Dakota Datebooks at prairiepublic.org, subscribe to the "Dakota Datebook" podcast, or buy the Dakota Datebook book at shop-prairiepublic.org.

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Julie Garden-Robinson
Food & Nutrition Specialist

When is food safe? ...

Follow these food storage tips to stay safe and reduce waste.



Plan your meals before buying groceries to help reduce waste and prepare food safely. (pixels photo)

carry a pack date and usually, a three-digit code corresponding to the day of the year it was washed and placed in a carton. If the code says 365, that means the last day of the year.

Eggs actually last a long time in the refrigerator — three to five weeks after purchase. Keep your egg cartons in the coldest part of the refrigerator, not the door.

No one likes to throw away food. Unfortunately, as much as 40% of our food is tossed, and that adds up to about 20 pounds of food per person every month.

That carries a price tag in the U.S. of about \$165 billion, according to the Food and Drug Administration. Consider these tips:

- Check what you have in your refrigerator, freezer or cupboards before shopping.
- Be a planner. Use your leftovers as lunches, incorporate them into another menu item or freeze the food. For example, leftover roast beef or pork can be used in casseroles, soups or stews.
- Rotate your food, placing the oldest in the front.
- Label the containers so you know what you have available.

Here's the recipe for the leftover soup my husband did not want to toss. It's a family favorite. Check out the North Dakota State University Extension Food Storage Guide for a quick reference guide, or use an online app such as "FoodKeeper" from www.foodsafety.gov.

Italian Potato, Sausage and Kale Soup

- 1 pound lean ground Italian pork sausage, browned and drained (mild or spicy)
- 1 tablespoon garlic, minced
- 1 cup onion, chopped
- Olive oil or canola oil (if needed)
- 1 quart reduced-sodium chicken broth
- 3 cups water
- 5 cups potatoes, cubed
- 3 strips bacon, cooked crisp and crumbled
- 4 cups kale or spinach, chopped and stems removed
- 1 cup half and half
- Salt and pepper (to taste)
- 1 pinch cayenne or crushed red pepper (optional)

In a large saucepot, brown the sausage and drain well. Add garlic and onions and cook until softened, adding a little oil if needed. Add chicken broth, water and potatoes, and cook until potatoes are tender. Add bacon, if desired, and chopped kale or spinach, spices, and half and half. Simmer about 5 minutes and serve.

Makes 10 servings. Each serving has 260 calories, 15 grams (g) fat, 12 g protein, 13 g carbohydrate, 3 g fiber and 620 milligrams sodium.

(Julie Garden-Robinson, Ph.D., R.D., L.R.D., is a North Dakota State University Extension food and nutrition specialist and professor in the Department of Health, Nutrition and Exercise Sciences.)

INVITATION to BID

PROJECT: Turtle Mountain Community College EIFS Replacement

BIDS CLOSE: Thursday, February 12, 2026

PROJECT #: 20232952

DATE of ISSUE: January 19, 2026

BY: EAPC Architects Engineers 2080 36th Ave SW, Suite 201 Minot, ND 58701

PHONE: (701) 839-4547

OUTLINE OF PROJECT. The project consists of the removal and replacement of EIFS around the existing lobby skylight and on the sloping walls and extending to sections of vertical wall. The new EIFS system includes appropriate drainage planes, control joints and flashing.

TYPE OF BIDS. Single combined bids will be received for all portions of the work. The successful bidder will be the single Prime Contractor for the Project.

THE OWNER. Turtle Mountain Community College 10145 BIA Road 7, PO Box 340 Belcourt, ND 58316

BID PLACE. Turtle Mountain Community College Training Room 2nd Floor Auditorium 10145 BIA Road 7 Belcourt, ND 58316

Bids received after the designated time will not be accepted. All interested parties are invited to attend. Bids will be opened and publicly read aloud. It is the bidders responsibility to see that mailed or delivered bids are in the hands of the Owner prior to the time of the bid opening.

OBTAINING DOCUMENTS. Drawings and Specifications may be examined at the Architect/Engineer's office, and the Owner's office at the address shown above and:

QuestCDN (www.questcdn.com)
Dodge Plan Room and SCAN in Minneapolis.
ConstructConnect
Minnesota Builders Exchanges: Minnesota Builders Exchange in Minneapolis
North Dakota Builders Exchanges: Bismarck, Dickinson, Fargo, Grand Forks, Minot, Williston
South Dakota Builders Exchanges: Aberdeen, Sioux Falls, Rapid City, Sioux Falls
Montana Builders Exchange: Billings
Wyoming Builders Exchange: Gillette

If Contractor receives his bidding documents from a plans exchange, it is the Contractors responsibility to contact EAPC Architects Engineers to be added to the plan holders list.

Complete digital project bidding documents are available at www.questcdn.com. You may download the digital plan documents for \$22.00 by inputting Quest project # 10026710 on the website's Project Search page. Please contact QuestCDN.com at 952-233-1632 or info@questcdn.com for assistance in free membership registration, downloading, and working with this digital project information.

An optional paper set of project documents is also available for a refundable price of \$50 per set from EAPC Architects Engineers, 2080 36th Ave SW, Suite 210, Minot, ND 58701. If the bidder returns the set of documents, in good condition, within 10 days following the bid date, the deposit will be refunded. If the bidder does not return the set of documents within the designated time, none of the deposit will be refunded. Please allow 2 days for printing.

Partial or complete sets of prints and specifications may be obtained from EAPC by other than the above. The sets or partial sets will be distributed upon receipt of payment for the information charged at the current reproduction rate. None of this payment will be refunded. Completeness and adequacy of the list of documents requested shall be the responsibility of the person making the request.

BID SECURITY. Bid Security in the amount of five (5%) percent of the Bid including all add alternates, must accompany each Bid in accord with the Instructions to Bidders 00 1000.7. Cash, Bidders Bond, cashier's checks or certified checks will not be accepted.

NORTH DAKOTA LAW. All bidders must be licensed for the highest amount of their bids, as provided by North Dakota Century Code Section 43 07-07; and no bid will be read or considered which does not fully comply with the above provisions as to bond and licenses, and any bid deficient in these respects submitted will be resealed and returned to the bidder immediately.

THE OWNER reserves the right to waive irregularities, to reject Bids and to hold all Bids for a period of 30 days after the date fixed for the opening thereof.

By order of: Kevin Morin, Facility Manager