



DAKOTA DATEBOOK

First Issue of the Bismarck Tribune

BY LEEWANA THOMAS

July 6 -- Today, citizens of North Dakota's capital are used to receiving their reliable news daily. And they should be used to it; the *Bismarck Tribune* has been providing news to the people for 153 years, with the first issue appearing on this date in 1873. It was the culmination of a dream for editor and founder Clement A. Lounsberry.

The slogan was "A live paper, newsy and independent." It cost 10 cents per copy and \$2.50 for a year's subscription. The first paper had an article titled "Introduction." It read, "With this issue is commenced the publication of the *Bismarck Tribune*, the first paper on the Missouri River above Yankton and the first in Dakota on the line of the Northern Pacific Railroad."

It continued, "It is printed on a Daylor cylinder press and from an office specially fitted out for the publication of a daily so soon as Bismarck is large enough to sustain one."

At first, the *Tribune* was a weekly newspaper since there were only "147 buildings in the town, including homes and offices, and half of those had been erected in the past 60 days."

There was also an article entitled "Townsite Troubles" that described a legal problem: four different parties claimed to have been first to settle the townsite. "There has been trouble and doubt relative to the townsite of Bismarck," it read, "and because of it, much capital and many people have been kept away, greatly to the detriment of the town."

And of course, there were advertisements and announcements: Messrs. Keating and Wolf had opened a fruit, vegetable and fish market; there were 22 newly fitted rooms at the Capitol Hotel; the important Cadet Crittenden was visiting; the Reverend Lyon would be preaching on Sunday; and the City Bakery and Restaurant had a "fine lot of pickled pig's feet and tongues."

The first issue of the *Bismarck Tribune* was an important historical event, marking the start of news reporting in the area, but it also gives us tidbits of life in the days long before the Internet and smart phones . . . tidbits that help us remember the past and honor our ancestors.

Dwight "Barney" Zimmerley

BY JAYME L. JOB

July 7 -- Dwight Zimmerley of Cogswell, ND set a nonstop flight world record on this date in 1929, flying a Barling NB-3 light aircraft solo 1,725 miles across North America from Brownsville, Texas to Winnipeg, Manitoba.

Zimmerley was the chief pilot and instructor for the Marshall Flying School, the largest civilian flight school in the world. The school, based out of Marshall, Mo., was run by the Nicholas-Beazley Airplane Company. It offered lessons for \$10 an hour in "regular, stunt and fancy flying." While working at the school, Zimmerley trained nearly 2,800 pilots to fly Nicholas-Beazley aircraft. He also set many altitude, distance, endurance and efficiency records in the light planes.

In 1929 he set out to conquer the world distance record by flying from Texas to Winnipeg. Leaving Brownsville around 1 a.m., he flew in pitch darkness for five hours before seeing any sign of land below. Then, through a break in the clouds, he made out the town of Wilson, Okla.; the sky cleared and, flying at 105 miles an hour, Zimmerley

was able to hold his altitude of 3,000 feet. When he reached his hometown of Cogswell around 4 p.m., Zimmerley dropped a note from the plane telling of his location. Seven miles later, he dropped a second note over his wife's hometown of Stirum. Both notes were retrieved by local residents who were awaiting word on Zimmerley's flight.

At that point, nearly 15 hours in, Zimmerley knew he had broken the distance record but had no idea how much fuel remained in his tanks, having no fuel gauge. He hoped for the best and, an hour later, landed safely at the Winnipeg air field. In Winnipeg Zimmerley was treated to "one round of entertainment after another" and was made an honorary member of the Winnipeg Flying Club. He was honored with receptions and parades there, and also in Brownsville, Cogswell and Marshall.

Although Zimmerley continued to teach and fly, the Marshall Flying School was struck hard by the Depression and went out of business during the 1930s. Zimmerley's achievements survived, however, and are celebrated today by a permanent exhibit at the Nicholas-Beazley Aviation Museum in Marshall, Mo. that includes the record-setting NB-3 plane he flew in 1929.

Planting Fish in North Dakota's Lakes

BY DR. STEVE HOFFBECK

July 8 -- When anglers think about fishing in North Dakota, Lake Sakakawea and Devils Lake come to mind. These lakes offer world-class walleye fishing, but there are plenty of northern pike, perch and sunfish abounding in lakes and rivers across the state.

The fishing waters of North Dakota are managed by the State Game and Fish Department, and its Fisheries Division does the work of fish-hatching, stocking and lake renovation.

On this date in 1915 the State Fish Hatchery was in the news, for it had delivered a batch of young trout to Dickinson and those trout were successfully placed in local streams. The fishermen around Dickinson were "elated over the arrival" of the "lot of trout." For several years the State Fish Hatchery had been sending fish for "stocking the streams" and local anglers hoped for "good sport within a few years" when the fish matured.

The trout came from North Dakota's first State Fish Hatchery, situated near Gravel Lake and Lake Upsilon in Rolette County. It was called the St. John Fish Hatchery due to its location eight miles west of the town of St. John.

The St. John Fish Hatchery, built in 1909-10, was the brainchild of R. W. Main of Cando, a former state senator who was described as a "naturalist by instinct and an artist by culture," and he had a cottage at Fish Lake.

R. W. Main surely had the "can-do" spirit, for he envisioned a place for the propagation of fish eggs and young fry in the cold-water lakes of the Turtle Mountains. Captain Main, as he was known, became the fish commissioner and convinced the State Legislature to invest in building a fish hatchery in order to improve angling in the state.

The first settlers believed that nature's bounty of game and fish was inexhaustible, but overfishing had rapidly depleted the fish in state waters, generally within 20 years after angling began in convenient lakes.

Fish Commissioner R. W. Main was like a force of nature himself, and headlines reflected

his energy in operating the hatchery and in distributing fish to the numerous lakes in the state. A 1912 headline read, "He Will Produce 15,000,000 Fish," and in 1914: "R. W. Main Will Plant Nearly Two Million Fish."

The St. John Hatchery operated from 1909 through 1923, when the state built the new Spiritwood Lake Hatchery near Jamestown.

Billy Budge

BY JAYME L. JOB

July 9 -- One of the earliest Red River Valley settlers was also one of North Dakota's most interesting and little-known characters.

William Budge left the Orkney Islands of northern Scotland and immigrated to Canada to work for the Hudson Bay Company in the spring of 1869 with his three older brothers. Only 16, Budge was sent to the Saskatchewan River area, where he worked through a frigid winter. By spring he had had enough of the Hudson Bay Company. While his supervisors were sleeping, Budge snuck off with a supply of the fort's buffalo jerky and headed south. Budge entered Pembina on June 1, increasing the size of the settlement to four. There, he and George Winship decided to go into business together.

In 1871 they built a log cabin between Grand Forks and Pembina to serve as a hotel and tavern for Red River traders. The two could not agree on a name, so they posted a sign saying "Winship Hotel" on the south side of the cabin and another sign reading "Budge's Tavern" on the north. They also posted

a sign above the fireplace that read, "We are NOT here for our health!" which both men found amusing. Budge became famous for his expensive \$1 flapjacks, which hungry travelers gobbled up. However, the hotel owners could agree on very little else, and the hotel eventually burned down. It was said that the two men were too busy arguing about who should put the fire out to actually put the fire out.

In 1876, Budge traveled to the Black Hills of South Dakota during the short-lived gold rush. He was a member of the Oscar Ward wagon party, which was attacked by Indians near Big Meadows. Several members of the party were killed, until Budge shot and killed White Fish, their leader.

Eventually, Budge moved to Grand Forks and opened a mercantile store. He was one of three men to donate the land and money needed to build the University of North Dakota, and he served on the board of trustees for 16 years. He was also a member of the state's Constitutional Convention, served as a state senator for many years, and helped organize the Red River Old Settlers Association. On July 9, 1938, Budge passed away in Oakland, Calif. at the age of 85.

Sturgeon Fishing in the Red River

BY DR. STEVE HOFFBECK

July 10 -- There was a time in North Dakota when giant sturgeon swam the waters of the Red River. These were "lake sturgeon," which could grow to be six feet long and more than 99 pounds, with a typical maxi-

mum lifespan of 55 years for males and more than 100 years for females.

Sturgeons were renowned for their massive size and for the rows of bony plates down their backs rather than fish scales, and for their shark-like tails. The lake sturgeon wintered in deep, slow pools or migrated from Minnesota's Red Lake each spring via the Red Lake River. On this date in 1904 the *Grand Forks Herald* reported that a "sturgeon weighing over a hundred pounds was caught in the Red River near Pembina."

The earliest sturgeon fishing report came in 1808 when Alexander Henry the Younger got "775 sturgeon, weighing from 50 to 150 pounds, caught from April 20 to May 20."

As settlers came into the Red River Valley, some sought the sturgeon. In 1886, reports said the sturgeon came "down the river in large numbers," with the largest catch being 50 pounds. Billy Jarmin got a 40-pound sturgeon in 1889 that was "five feet, six inches long." In 1900 an angler from Pembina County captured a 100-pounder. Mr. H. A. Wallace, known as a man who devoted all his time to fishing in the Red River, landed an 80-pounder and a 97-pounder 10 miles north of Grand Forks in 1903.

The big ones were typically smoked and smaller ones broiled. Some anglers sold the eggs as caviar. But they depleted the resource.

Sturgeon fishing in the Red River declined after 1910 due to overfishing and reduced water quality, but also because cities

built eight dams on the river. These dams restricted movement of the sturgeon between the deep, slow pools and the spring spawning areas, thus strangling the fishery. In 1918 the *Grand Forks Herald* reported that Ross Greenash had landed an 80-pound sturgeon but noted that such a catch, once commonplace, had become a rarity. After being wiped out by the 1950s, the fisheries experts began planting lake sturgeon in the river in 1997 so that these bottom-feeding giants are again swimming in the Red's muddy waters.

"Dakota Datebook" is a radio series from *Prairie Public* in partnership with the *State Historical Society of ND* and with funding from *The Study ND*. See all the *Dakota Datebooks* at prairiepublic.org, subscribe to the "Dakota Datebook" podcast, or buy the *Dakota Datebook* book at shopprairiepublic.org.

Alzheimer's group to meet

The Alzheimer's Association will be offering an in-person caregiver support group. This group will meet on the third Tuesday of each month from 10 to 11:00 a.m. at the Lake Region Heritage Center, 502 4th St. NE, Devils Lake.

The support group is free and open to all caregivers of an individual with Alzheimer's or related dementia.

Registration is required. Call 1-800-272-3900 or visit www.communityresourcefinder.org.

ADVERTISEMENT FOR BIDS

Airfield Lighting Replacement Lakota Municipal Airport Lakota, North Dakota AIP Project No. 3-38-0080-017-2026

Sealed bids, subject to the conditions contained herein, for improvements to the Lakota Municipal Airport, Lakota, North Dakota, AIP Project No. 3-38-0080-017-2026 will be received by the Lakota Municipal Airport Authority at the Lakota City Hall, 108 East B Avenue, Lakota, North Dakota 58344, until 1:00 PM local time on July 23, 2026 and then publicly opened and read aloud.

Project work consists of but is not limited to the following:

Electrical construction, replace runway and taxiway edge lights, wind cone, rotating beacon, beacon tower, PAPI's, guidance signs, electrical vault, electrical vault equipment, grading, and seeding.

Construction for this project shall be completed by July 2, 2027 for all bid schedules.

The complete set of Plans, Specifications, and Contract Documents can be obtained for a non-refundable fee of \$200.00 at the office of Mead & Hunt, Inc. located at 2505 N. University Drive, Suite 100, Fargo, ND 58102 or may be downloaded for a fee of \$25 at www.questcdn.com #10253638. Those wishing to download the bidding documents electronically, do so at their own risk for completeness of the bidding documents.

Each bid must be accompanied by a separate envelope containing the contractor's license and bid security. The bid security must be in a sum equal to five percent of the full amount of the bid and must be in the form of a bidder's bond. A bidder's bond must be executed by the bidder as principal and by a surety, conditioned that if the principal's bid is accepted and the contract awarded to the principal, the principal, within ten days after notice of the award, shall execute a contract in accordance with the terms of the bid and the bid bond and any condition of the governing body. If a successful bidder does not execute a contract within the ten days allowed, the bidder's bond must be forfeited to the governing body and the project awarded to the next lowest responsible bidder. The airport reserves the right to reject any and all bids and rebid the project. No bid will be read or considered if the bid does not fully comply with the bidding requirements. Deficient bids will be resealed and returned to the bidder.

The award of the contract is subject to approval of the Federal Aviation Administration and availability of federal funding. See instruction to bidders for additional information. The following Federal Provisions are required:

Buy American Preference (49 USC § 50101; Executive Order 14005; Bipartisan Infrastructure Law (Pub. L No. 117-58); Build America; Buy America (BABA))

Civil Rights – Title VI Assurance, 49 USC 47123 & FAA Order 1400.11

Davis Bacon Act, (2 CFR Part 200, Appendix II (D); 29 CFR Part 5; 49 USC § 47112 (b); 40 USC § 3141-3144, 3146, and 3147)

Debarment and Suspension, (2 CFR Part 180 (Subpart B); 2 CFR Part 200, Appendix II(H); 2 CFR Part 1200; DOT Order 4200.5; Executive Orders 12549 and 12689)

Disadvantage Business Enterprise, 49 CFR Part 26

Federal Fair Labor Standards Act, 29 USC § 201, et seq & 2 CFR § 200.430

Foreign Trade Restriction, 49 USC § 50104 & 49 CFR Part 30

Lobbying and Influencing Federal Employees, (49 CFR Part 20, Appendix A; 31 USC § 1352 – Byrd Anti-Lobbying Amendment; 2 CFR part 200- Appendix II(I))

Procurement of Recovered Materials, (2 CFR § 200.323; 2 CFR Part 200, Appendix II (J); 40 CFR Part 247; 42 USC § 6901, et seq (Resource Conservation and Recovery Act (RCRA)))

Prohibition of Covered Unmanned Aircraft Systems (UAS) (FAA Reauthorization Act of 2024 (Public Law 118-63), Section 936; 49 USC § 44801)

The full text of the above provisions can be found in the bid documents or will be provided by request.

Any questions regarding bids are to be directed to:

Mead & Hunt, Inc.

Address: 2505 N. University Drive, Suite 100, Fargo, ND 58102

Phone: 1-701-566-6450

Advertised on: July 2nd, July 9th, and July 16th, 2026

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