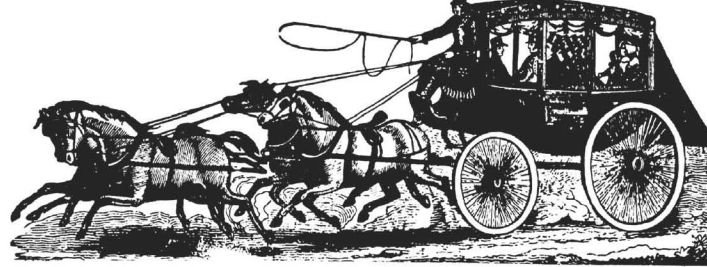


Additional copies of A Township Map of the State of Iowa, 1851, may be purchased at a cost of: Over 20 copies — 40¢ each 1-19 Copies — 50¢ each

For further information about Explorations in Iowa History, contact: Iowa State Historical Department, Division of State Historical Society, Library, 402 Iowa Avenue Iowa City, Iowa 52240

Iowa State Historical Department, Division of State Historical Society, Library, 402 Iowa Avenue Iowa City, Iowa 52240

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The History of Polk County, Iowa (Des Moines, Iowa: Union Historical Company, 1880), p. 760.

STAGE ROUTES IN IOWA

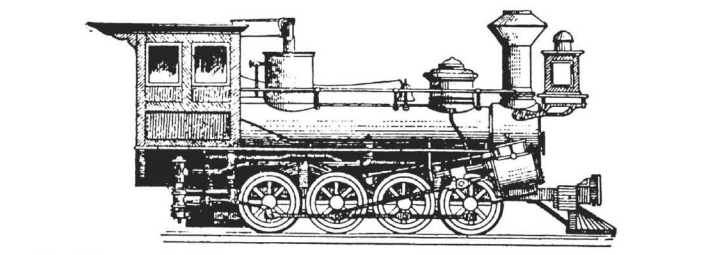
(80) F.W. DAVENPORT TO DAVENPORT	(81) F.W. DAVENPORT TO DAVENPORT	(82) F.W. DAVENPORT TO DAVENPORT
To Adams 28	To Adams 28	To Adams 28
To Albia 28	To Albia 28	To Albia 28
To Ankeny 28	To Ankeny 28	To Ankeny 28
To Burlington 28	To Burlington 28	To Burlington 28
To Cedar Falls 28	To Cedar Falls 28	To Cedar Falls 28
To Des Moines 28	To Des Moines 28	To Des Moines 28
To Dubuque 28	To Dubuque 28	To Dubuque 28
To Elmira 28	To Elmira 28	To Elmira 28
To Fort Madison 28	To Fort Madison 28	To Fort Madison 28
To Granger 28	To Granger 28	To Granger 28
To Harpersburg 28	To Harpersburg 28	To Harpersburg 28
To Iowa City 28	To Iowa City 28	To Iowa City 28
To Keosauqua 28	To Keosauqua 28	To Keosauqua 28
To Lehigh 28	To Lehigh 28	To Lehigh 28
To Marshalltown 28	To Marshalltown 28	To Marshalltown 28
To Mount Pleasant 28	To Mount Pleasant 28	To Mount Pleasant 28
To Ottumwa 28	To Ottumwa 28	To Ottumwa 28
To Pella 28	To Pella 28	To Pella 28
To Rock Rapids 28	To Rock Rapids 28	To Rock Rapids 28
To St. Charles 28	To St. Charles 28	To St. Charles 28
To St. Louis 28	To St. Louis 28	To St. Louis 28
To Tipton 28	To Tipton 28	To Tipton 28
To Union 28	To Union 28	To Union 28
To Waverly 28	To Waverly 28	To Waverly 28
To Waterloo 28	To Waterloo 28	To Waterloo 28
To West Des Moines 28	To West Des Moines 28	To West Des Moines 28
To York 28	To York 28	To York 28

Project personnel plan to develop and test new learning materials adaptable to Iowa History instruction in both elementary and secondary schools of Iowa. This map forms one example of project materials to be used in pilot studies of Frontier Iowa 1830-1870. Explorations in Iowa History is funded through the Iowa State Department of Public Instruction plus monies provided by the Iowa General Assembly and allocated by the Iowa State Board of Regents. The Iowa State Department of Public Instruction, in cooperation with the Iowa State Historical Society, is conducting the project. The project is being conducted by the Iowa State Historical Society, in cooperation with the Iowa State Department of Public Instruction, in cooperation with the Iowa State Board of Regents. The project is being conducted by the Iowa State Historical Society, in cooperation with the Iowa State Department of Public Instruction, in cooperation with the Iowa State Board of Regents.

J. Calvin Smith, *The Illustrated Hand-Book, A New Guide for Travelers through the United States of America* (New York: Sherman & Smith, 1850), pp. 219-20.

PLANK ROADS.—The following information in relation to the expense of these modern improvements, to be obtained from a communication by N. B. Balfour, published in the *R. I. Advertiser*. "Plank Roads should be located with as much care as Railroads; the shortest routes; the best ground, low grades, perfect drainage, and bridges above the freights. A mile of road requires 10,000 feet of 2x4 scantling and 40,000 feet of 3 inch planks, each 6 feet long, the whole superstructure in board measure is equal to 137,280 feet, which, at \$10 per M., is \$1,372.80. The road bed, in many of our localities, where the road is most wanted, can be made for about \$600 per mile; but permanent bridges, grading over uneven ground and side hills, toll houses &c., will make the average about 2,000 per mile. The road bed, in many of our localities, where the road is most wanted, can be made for about \$600 per mile; but permanent bridges, grading over uneven ground and side hills, toll houses &c., will make the average about 2,000 per mile. The road bed, in many of our localities, where the road is most wanted, can be made for about \$600 per mile; but permanent bridges, grading over uneven ground and side hills, toll houses &c., will make the average about 2,000 per mile.

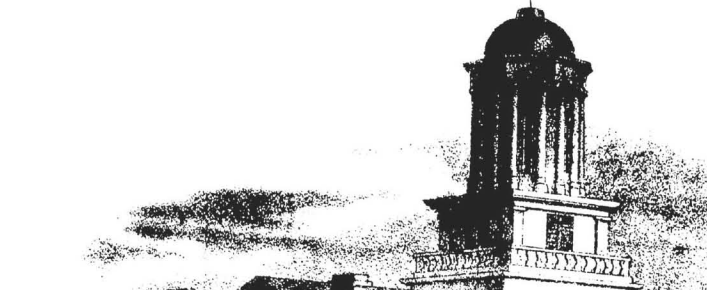
Davenport Gazette, February 20, 1851.



The "Dragon," 1858. The first engine built for burning Cumberland coal Marshall M. Kirkman, *Motive Power*, Book I (New York and Chicago: World Railway Publishing Company, 1907), p. 41.

Chicago and Rock Island Railroad.	Chicago and Rock Island Railroad.
1. After Monday, Nov. 22d, 1852, until further notice, TWO DAILY TRAINS, (Sunday's excepted) will run on the Road between CHICAGO AND ROCK ISLAND, as follows:	1. After Monday, Nov. 22d, 1852, until further notice, TWO DAILY TRAINS, (Sunday's excepted) will run on the Road between CHICAGO AND ROCK ISLAND, as follows:
Passenger Train at 8:15 A. M. and 3:15 P. M.	Passenger Train at 8:15 A. M. and 3:15 P. M.
Freight Train at 1:15 A. M. and 7:15 P. M.	Freight Train at 1:15 A. M. and 7:15 P. M.
Stages leave these points, Westward to Rock Island, Davenport, Burlington, and Iowa City; Southward to Bloomington, Springfield, and St. Louis; Northward to Freeport, Chicago, Nov. 18, 1852—m22	Stages leave these points, Westward to Rock Island, Davenport, Burlington, and Iowa City; Southward to Bloomington, Springfield, and St. Louis; Northward to Freeport, Chicago, Nov. 18, 1852—m22

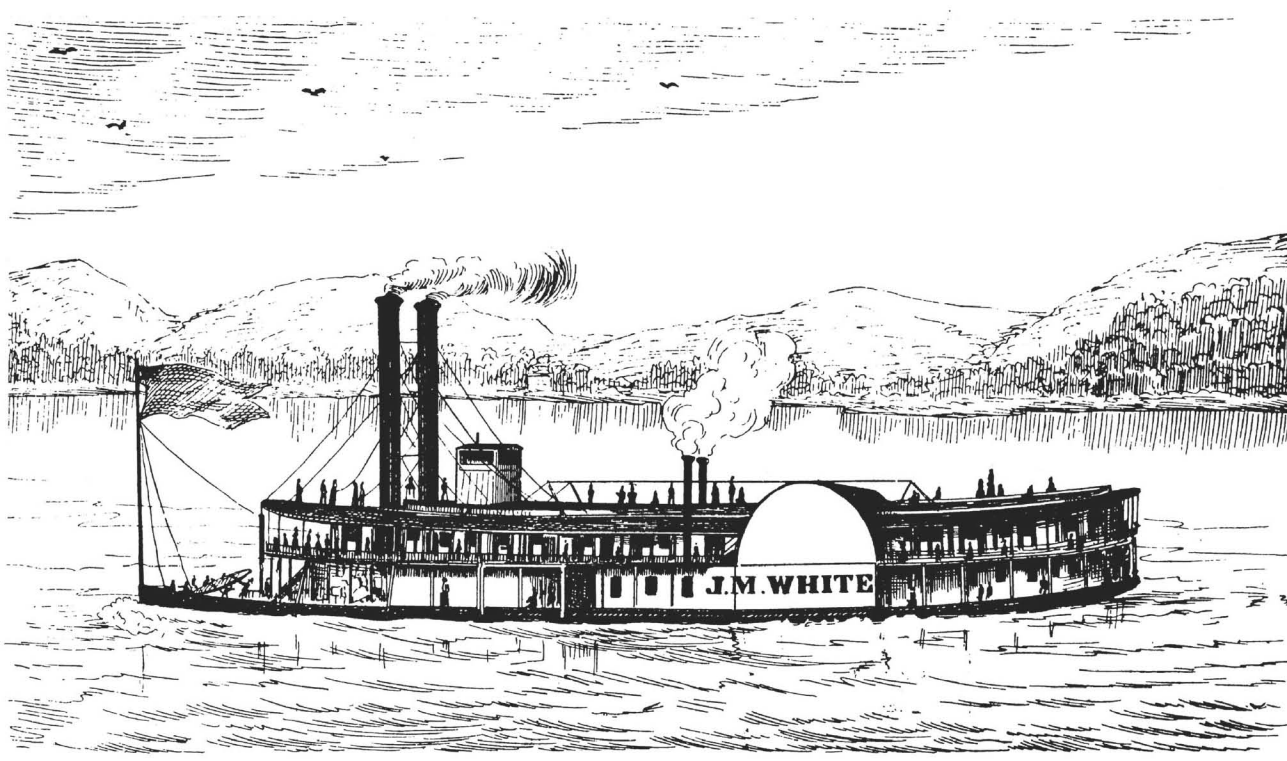
Chicago Daily Tribune, December 18, 1852.



The State Capitol at Iowa City

Illustration by G. H. Yewell inset in map: J. H. Millar, *Iowa City and Its Environs* (Iowa City, Iowa: Cook, Sargent & Downey, Bankers and Land Agents, 1854).

Des Moines, *Iowa State Weekly Register*, October 3, 1866.



E. W. Gould, *Fifty Years on the Mississippi: Or, Gould's History of River Navigation* (St. Louis: Nixon-Jones Printing Company, 1889), p. 627.

Distances on the Upper Mississippi River.			
FROM ST. LOUIS, MISSOURI, TO			
Miles.	Pop.	Miles.	Pop.
North of Missouri River, 20	5,000	North of Missouri River, 20	5,000
Alton, Ill., 18	40	Alton, Ill., 18	40
Grafton, Ill., 10	80	Grafton, Ill., 10	80
Worthington's, 10	80	Worthington's, 10	80
Clarksville, Mo., 10	100	Clarksville, Mo., 10	100
Louisiana, Mo., 12	117	Louisiana, Mo., 12	117
St. Charles, Mo., 10	100	St. Charles, Mo., 10	100
Saverton, Ill., 8	140	Saverton, Ill., 8	140
Marion City, Mo., 7	147	Marion City, Mo., 7	147
Quincy, Ill., 10	167	Quincy, Ill., 10	167
Lebanon, Mo., 10	177	Lebanon, Mo., 10	177
Clinton, Mo., 8	185	Clinton, Mo., 8	185
Warrens, Mo., 2	187	Warrens, Mo., 2	187
Charlevoix, opposite, 5	212	Charlevoix, opposite, 5	212
Montrose, 12	234	Montrose, 12	234
St. Charles, opposite, 12	236	St. Charles, opposite, 12	236
Port Madison, 6	242	Port Madison, 6	242
Pontonsau, 15	250	Pontonsau, 15	250
Dallas, 15	250	Dallas, 15	250
Harrington, 15	250	Harrington, 15	250
Ottumwa, 15	250	Ottumwa, 15	250
Keosauqua, 15	250	Keosauqua, 15	250
New Boston, 15	250	New Boston, 15	250
Fort Madison, 15	250	Fort Madison, 15	250

James T. Lloyd, *Lloyd's Steamboat Directory, and Disasters on the Western Waters* (Cincinnati, Ohio: James T. Lloyd & Company, 1856), pp. 232-33.

DISTANCES ON THE MISSISSIPPI AND MISSOURI RAIL ROAD.	
First General Division, from Davenport to Council Bluffs.	
From Davenport to	Miles.
Wolcott.....	12
Farmington.....	17
Durant.....	20
Moscow, on Cedar River.....	20
West Liberty.....	89
Louis City.....	89
Centre of Iowa County.....	85
Poweshiek County.....	111
Newton, Jasper County.....	141
Fort Des Moines.....	174
Council Bluffs.....	310

Second General Division, from Muscatine to Mouth of Platte.	
From Muscatine to	Miles.
Frederick, or Iowa River.....	20
Columbus City.....	29
Washington.....	29
Oskaloosa.....	95
Mouth of Platte (21 miles below Council Bluffs).....	258

N. Howe Parker, *Iowa As It Is In 1855* (Chicago: Keen and Lee, 1855), pp. 99-100.

Important to Travelers on Railroads. As there is a great deal of travel on our railroads at this season of the year, we have procured the railroad signals, which will be found interesting to those who travel on the cars or witness the movement of trains, and the men who operate the roads may desire to know the signals are given by the whistle, by lanterns, flags and motions of the arms.—The signal is: "One whistle—"Down brakes." "Two whistles—"Off brakes." "Three whistles—"Back up." Continued whistle—"Danger." A rapid succession of short whistle is the cattle alarm, at which brakes will always be put down. A sweeping parting of the hands on a level of the eye is the signal to "go ahead." A downward motion of one hand, with extended arms, "to stop." A beckoning motion of one hand, "to back." A lantern raised and lowered vertically is a signal for "starting;" swung at right angles or crossing the track, "to stop;" swung in a circle, "back the train." A red flag waved upon the track must be regarded as a signal of danger. So with other signal given with energy. Hoisted at a station is a signal for the train to stop. Stuck up on the roadside is a signal of danger on the track ahead. Carried unfurled upon the engine is a warning that another engine or train is on its way.

Davenport Gazette, March 7, 1855.

Des Moines, *Iowa State Weekly Register*, October 3, 1866.

PUBLIC LANDS, SYSTEM OF SURVEYS, LAND OFFICES, &c.

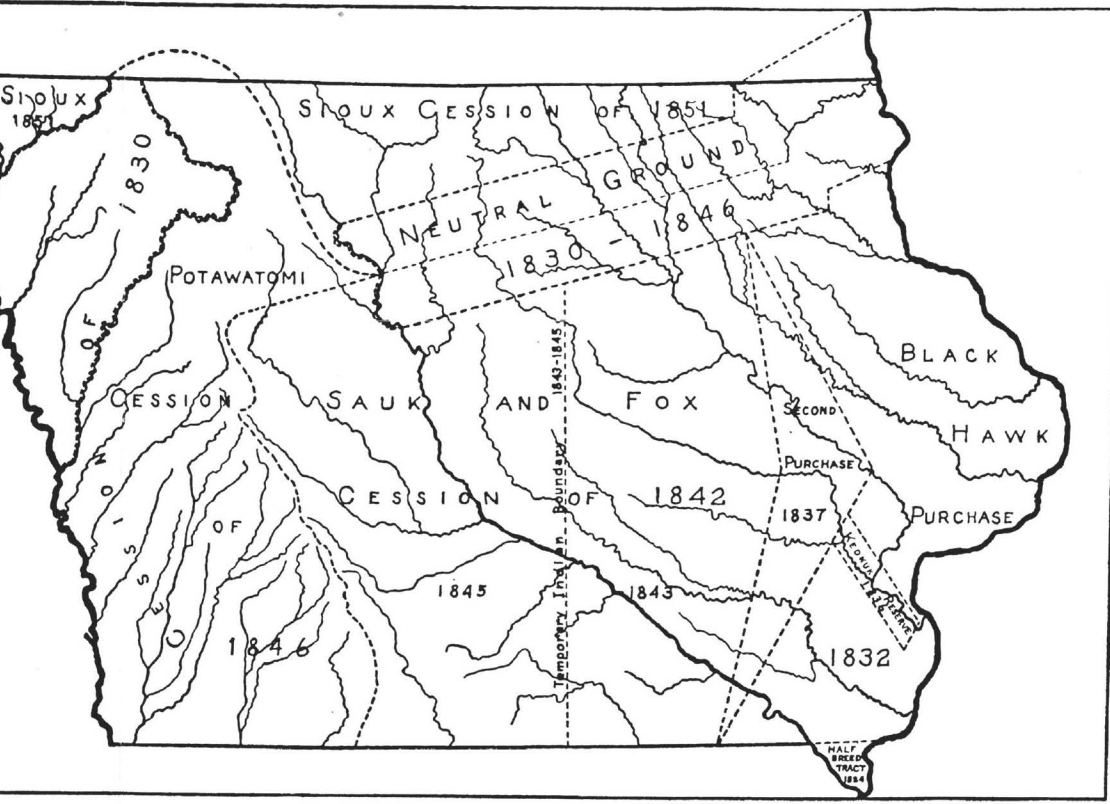
In all the new States and Territories, the lands which are owned by the general government are surveyed and sold under one general system. The government price of land is 1 25 cents per acre. The system of surveys is one of great accuracy and beauty; Meridian lines are established and surveyed in a line due north, from some given point—generally from some important water course. These are intersected at right angles with a base line. On the Meridians, the "townships" are numbered north and south from the base line, and on the base line, "ranges," east or west of the Meridian. Township lines are then run, at a distance of six miles, parallel to the Meridian and base line. Each township contains an area of 36 square miles; each square mile is termed a section, and contains 640 acres. The sections are numbered from 1 to 36, beginning at the north-east corner of the township, as the following diagram will illustrate:

6	5	4	3	2	1
7	8	9	10	11	12
18	17	16*	15	14	13
19	20	21	22	23	24
30	29	28	27	26	25
31	32	33	34	35	36

*The 16th section in each township is appropriated for schools.

When surveyed, the lands are offered for sale at public auction, but cannot be disposed of at a less price than one dollar and twenty-five cents per acre. That portion not sold at public auction is subject to private entry at any time, for the above price, payable in cash, at the time of entry. Pre-emption rights give the improver or possessor the privilege of purchasing at the minimum price. I have thus endeavored briefly to elucidate, in the preceding diagram, the system of the surveys of public lands, that to strangers unacquainted with the sections and subdivisions appears perplexing and intricate. The Surveyor General's office for the Territories of Iowa and Wisconsin is located in Dubuque, Iowa. The Territory of Iowa is divided into two land districts. George W. Jones, *Surveyor General*. Northern District, at Dubuque, Dubuque County. Register, Warner Lewis. Receiver, S. Langworthy. Southern District, Fairfield, Jefferson. Register, Bernhart Henn, Receiver, V. P. Van Antwerp.

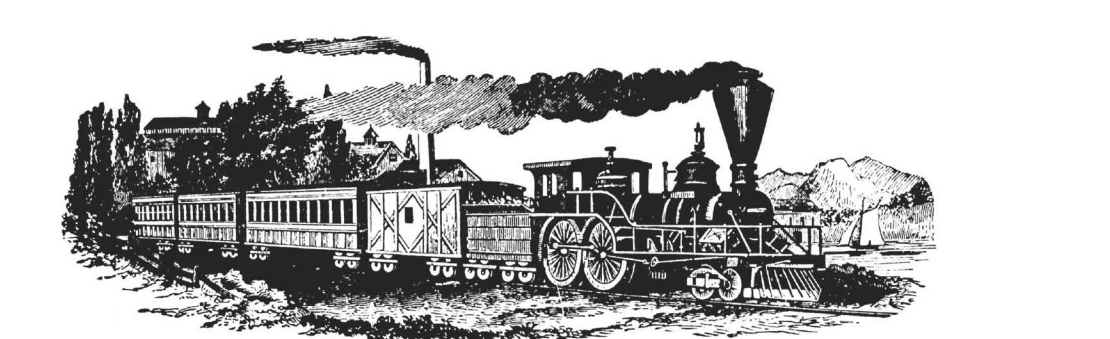
John B. Newhall, *A Glimpse of Iowa in 1846* (Burlington, Iowa: W. D. Skillman, 1846; Reprinted by the State Historical Society of Iowa, 1957), pp. 20-21.



Roscoe L. Lokken, *Iowa Public Land Disposal* (Iowa City, Iowa: State Historical Society of Iowa, 1942), p. 15.

BOUNTY LANDS. THE undersigned are prepared to obtain Bounty Land Warrants, under a late act of Congress, granting Bounty Lands to all officers, musicians, or privates, whether regulars, volunteers, rangers, or militia, who served in the war of 1812, (unless they have heretofore received Bounty Lands,) also to officers and soldiers in any of the Indian wars since 1790, and to the commissioned officers who served in the war with Mexico. Office in the Court House, Fort Madison. EDWARD JOHNSTONE, J. M. REID.

Davenport Gazette, July 31, 1851.



The History of Polk County, Iowa (Des Moines, Iowa: Union Historical Company, 1880), p. 760.

ESQUIRE COOK, Geo. B. SARGENT, DAVENPORT, IOWA. EXCHANGERS AND COLLECTION OFFICES. AND LAND AGENCY. Notes and Bills Collected, and proceeds remitted in any part of the United States. Particular attention paid to Purchase and Sale of Lands, Payment of Taxes, and Location of Bounty Land Warrants. REFER TO Messrs. J. W. Clark & Co., Boston; Messrs. E. W. Clark & Co., New York; Messrs. E. W. Clark & Co., Philadelphia; Messrs. E. W. Clark & Co., Washington; Messrs. E. W. Clark & Co., St. Louis, Mo.; Messrs. E. W. Clark & Co., Cincinnati, Ohio. October 15th, 1850.

BOUNTY LANDS. SOLDIERS of the War of 1812. The Indian War since 1790, including the Seminole War of 1835-1839. THE BLACK HAWK WAR, and the war known as General Wayne's of 1792 to 1795, who served for a term of thirty days and all commissioned officers of the Mexican war, are entitled to Bounty Land. All persons interested are invited to call on the subscribers, who are connected with an efficient Agency at Washington, D. C.—and are prepared to attend to all business with promptness. NO FEES charged unless the allowance is obtained. COOK & SARGENT. Davenport, Iowa, Oct. 15th, 1850.

North-Western Insurance Company OSWEGO, N. Y. INCORPORATED by the Legislature of the State of New York in 1854, with a capital (all paid in) of \$150,000. GEORGE FISHER, President. SAMUEL HAWLEY, Secretary. Cook & Sargent, Agents, Davenport, Iowa. October 5th, 1850.

Prarie Lands.—Well adapted for cultivation, for sale in Lots to suit purchasers. Apply to COOK & SARGENT. Jan. 30th, 1851.

CHOICE Lots in Green's addition to town of Davenport. Apply to Jan. 30th. COOK & SARGENT.

Building Lots for Sale. We have for sale 50 acres of choice Land, half a mile from town of Davenport, which we will sell in Lots to suit purchasers. Apply to COOK & SARGENT. Jan. 30th.

UNCURRENT MONEY, certificates of Deposits, and Bonds bought by COOK & SARGENT. (Oct. 24th.) LAND WARRANTS. CONSTANTLY on hand and for sale either for cash or on time, suit purchasers—Prompt guaranteed. Apply to Jan. 30th. COOK & SARGENT.

Davenport Gazette, April 17, 1851.

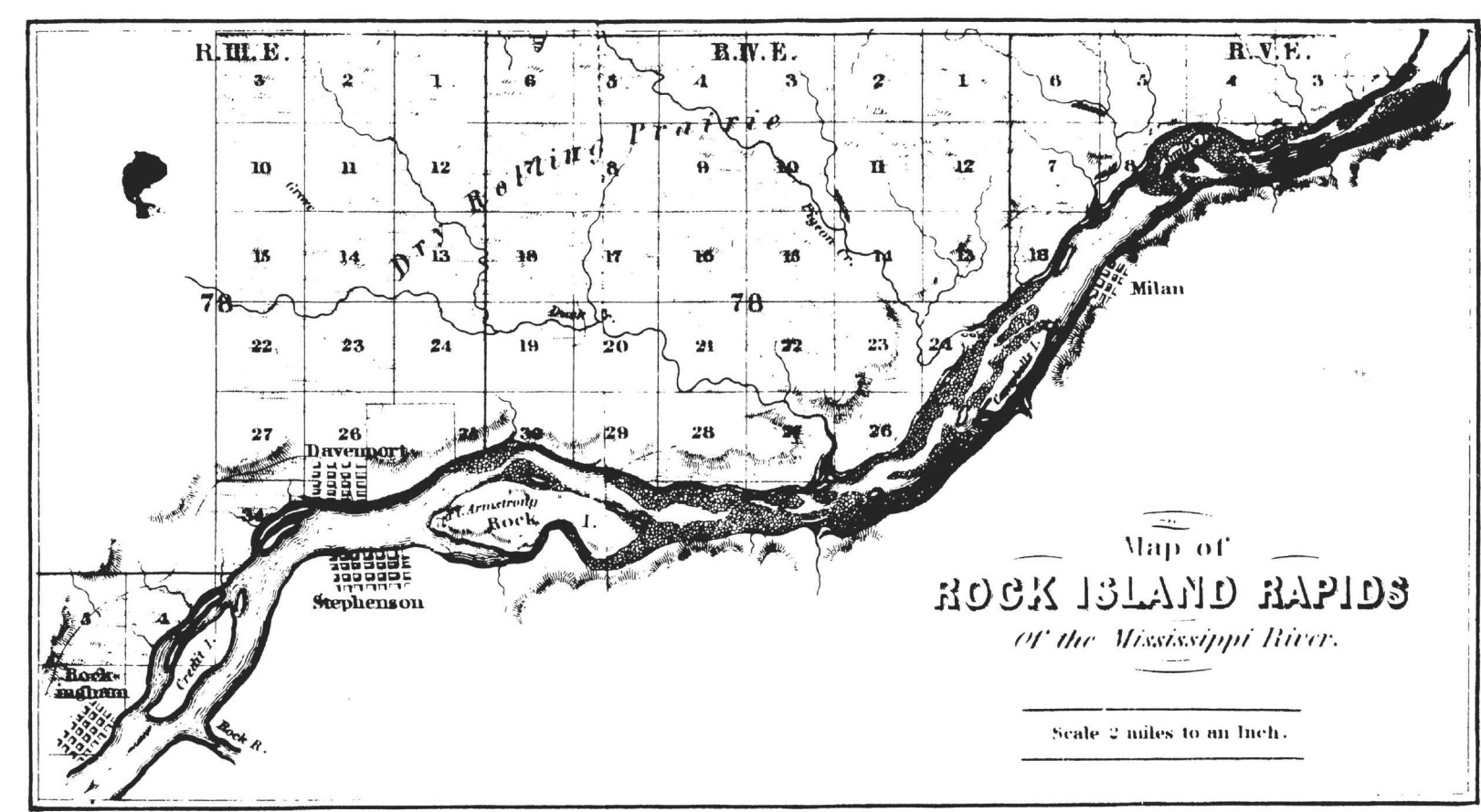
WEDNESDAY AND MONDAY. PACKETS. THE well known passenger steamer boat Dubuque, Iowa, (I. D. Baker, Master), has resumed her trips for the above and all intermediate ports, and will make regular weekly trips between Rock Island and Davenport for St. Louis every Wednesday, and Rock Island and Davenport for Galena every Monday throughout the season. Thankful for the patronage bestowed upon the boat during the past season, her officers will endeavor to merit a continuance of it by offering to passengers, accommodations equal to those of any other boat in the trade. For freight or passage apply on board. [May 20]

REGULAR TUESDAY PACKET. For Burlington, Davenport and Galena. The fine passenger steamer "DANIEL," Charles Hager, Master, has taken her place in the Galena trade, and will make regular weekly trips to the above and all intermediate ports—leaving St. Louis every Tuesday, at 4 o'clock. The Danube being of very light draught and regularly in the trade, shippers and passengers may rely upon her ease and speed. Thankful for the very liberal patronage bestowed upon them the past season, her officers hope, by strict attention to the interests of shippers and comfort of passengers, to merit a continuance of the same. For freight or passage apply on board, or to BUREAU & FREEMAN, Davenport. HENRY, St. Louis. STELLMAN & BOON, Galena. April 10th, 1851.

Regular St. Louis, Galena & St. Paul Packet. THE splendid and fast running steamer "DANIEL," Charles Hager, Master, will run as a regular line of St. Louis, Galena & St. Paul Packet, leaving St. Louis every Tuesday, at 4 o'clock. The Danube being of very light draught and regularly in the trade, shippers and passengers may rely upon her ease and speed. Thankful for the very liberal patronage bestowed upon them the past season, her officers hope, by strict attention to the interests of shippers and comfort of passengers, to merit a continuance of the same. For freight or passage apply on board, or to BUREAU & FREEMAN, Davenport. HENRY, St. Louis. STELLMAN & BOON, Galena. April 10th, 1851.

REGULAR ST. LOUIS, DAVENPORT, GALENA & DEBUQUE PACKETS. The fine passenger steamer "DANIEL," Charles Hager, Master, will run as a regular line of St. Louis, Davenport, Galena & Debuque, leaving St. Louis every Tuesday, at 4 o'clock. The Danube being of very light draught and regularly in the trade, shippers and passengers may rely upon her ease and speed. Thankful for the very liberal patronage bestowed upon them the past season, her officers hope, by strict attention to the interests of shippers and comfort of passengers, to merit a continuance of the same. For freight or passage apply on board. April 30, 1851.

Davenport Gazette, June 12, 1851.



Jesse Williams, *Map of the Surveyed Part of Iowa* (New York: J. H. Colton, 1840), inset.



VIEW OF BURLINGTON IOWA. Balfour's Pictorial Drawing-Room Companion (ca. April, 1855); Iowa State Historical Department, Division of the State Historical Society, Photograph Collection.

THE RATES AT WHICH

FOREIGN MONEY OR CURRENCY

IS TAKEN AT THE CUSTOM-HOUSE, NEW YORK.

Franc of France and Belgium.....	\$1.15	Newfoundland and Canada.....	\$1.00
Florn of Netherlands.....	\$1.15	Paper of India.....	\$1.00
Gold of Southern States.....	\$1.15	Red Yelln of Spain.....	\$1.00
Guinea of Netherlands.....	\$1.15	Plate of Spain.....	\$1.00
Livre Tournois of France.....	\$1.15	Rupie of British India.....	\$1.00
Mark of Prussia.....	\$1.15	Rix Dollar or Taler of Austria.....	\$1.00
Mark of Saxony.....	\$1.15	Sixes of Germany.....	\$1.00
Mark of Saxe-Coburg.....	\$1.15	Five of Russia.....	\$1.00
Mark of Saxe-Meiningen.....	\$1.15	Rouble, silver, of Russia.....	\$1.00
Mark of Saxe-Altenburg.....	\$1.15	Dollar of Austria.....	\$1.00
Mark of Saxe-Coburg-Gotha.....	\$1.15	Mark of Norway.....	\$1.00
Mark of Saxe-Meiningen.....	\$1.15	Mark of Sweden.....	\$1.00
Mark of Saxe-Altenburg.....	\$1.15	Tale of Naples.....	\$1.00
Mark of Saxe-Coburg-Gotha.....	\$1.15	Mark of Sicily.....	\$1.00
Mark of Saxe-Meiningen.....	\$1.15	Tale of China.....	\$1.00
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Mark of Saxe-Meiningen.....	\$1.15		
Mark of Saxe-Altenburg.....	\$1.15		
Mark of Saxe-Coburg-Gotha.....	\$1.15		
Mark of Saxe-Meiningen.....	\$1.15		
Mark of Saxe-Altenburg.....	\$1.15		
Mark of Saxe-Coburg-Gotha.....	\$1.15		
Mark of Saxe-Meiningen.....	\$1.15		
Mark of Saxe-Altenburg.....	\$1.15		
Mark of Saxe-Coburg-Gotha.....	\$1.15		
Mark of Saxe-Meiningen.....	\$1.15		
Mark of Saxe-Altenburg.....	\$1.15		
Mark of Saxe-Coburg-Gotha.....	\$1.15		
Mark of Saxe-Meiningen.....	\$1.15		
Mark of Saxe-Altenburg.....	\$1.15		
Mark of Saxe-Coburg-Gotha.....	\$1.15		
Mark of Saxe-Meiningen.....	\$1.15		
Mark of Saxe-Altenburg.....	\$1.15		
Mark of Saxe-Coburg-Gotha.....	\$1.15		
Mark of Saxe-Meiningen.....	\$1.15		
Mark of Saxe-Altenburg.....	\$1.15		
Mark of Saxe-Coburg-Gotha.....	\$1.15		
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Mark of Saxe-Meiningen.....	\$1.15		
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Mark of Saxe-Coburg-Gotha.....	\$1.15		
Mark of Saxe-Meiningen.....	\$1.15		
Mark of Saxe-Altenburg.....	\$1.15		
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Mark of Saxe-Meiningen.....	\$1.15		
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