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Story of a Coin.

A cent-sus of "Uncle Sam's" coins taken at this time would show the one-cent piece to be very much more numerous than any other. This is the smallest in value of American coins—generally and erroneously called "penny"—is growing rapidly in popularity. Not so very many years ago it was required in no such numbers or in such proportion to other coins as it is now. Even after it had come to be much more generally used in the eastern states, the middle, western and southern states still made the five-cent piece—colloquially and incorrectly called "nickel"—the smallest popular coin. Nearly everything was sold for even "money"—five cents or some multiple of five. The public did not care to bother with odd cents. The system was all very simple and convenient and as easy of computation and comprehension as the "5's" of the multiplication table.

Everything ran on smoothly until in the midst of the community which had been content to conduct its business on an even money basis, there appeared the "out rate" store. It offered to sell fifty-cent articles for forty-nine cents and dol-

lar articles for ninety-eight cents. Where "nickels" had previous sufficed to make change, one-cent pieces were demanded in numbers. At first the public was disposed to look with dislike on a trifling cut in price of only one cent or two which complicated the matter of making change. It appeared to be a cheap bid for patronage. But by and by it came to expect the cut rate prices whose very oddness made them appear as if they had been reduced to the last cent possible. Then one-cent pieces began to figure in every transaction and they continued to come into use more and more until now they are an ever-present factor in "business." A street-car "fare," which until recently was deemed to be synonymous with a five-cent piece, may now mean some other amount of money. In some of the eastern states, particularly in Massachusetts, some suburban lines, finding a five-cent fare insufficient for the maintenance of their roads, are permitted to charge six cents. In Cleveland all street-car fares are three cents. In New York city the Manhattan Bridge Three-Cent Fare Line is preparing to run its cars from Flatbush, Long Island, across New York to the Hudson River. The payment of a three-cent fare neces-