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"The Rochdale Town Council, some months ago, debated whether a contract for electricity meters, then pending, should be given to a British or to a Swiss firm—the tender being lower in price in the case of the last named. On this occasion a member of the Council quoted that the wages in Continental factories were substantially less than in England, the difference purporting to amount to 40 per cent.

Although the body of the Council were doubtful of this statement, nevertheless, as the 'Continental factory' in this instance was obviously in Switzerland, erroneous impressions may have been gathered by the public from this debate which we would like to dispel by attracting your readers' attention to the fact that in such comparisons the term "Continent" is very often left vague and undefined or considered as a unit which includes all Continental countries as having the same conditions of labour. In fact, however, this is not the case, as the figures indicated below will prove.

Unfortunately we were unable to obtain statistical returns on the wages in the electrical manufacturing branches either from the International Labour Office or from the Swiss "Office de Travail," and are obliged to base our facts on the respective figures of the machine industry since wages and other conditions obtaining in both these branches approximate.

We enclose a statement of the average rates of pay at the beginning of 1928 in England and of Continental countries:—

Comparison shows that the hon. member of the Rochdale Council is right as far as France and Belgium are concerned. The former pays 32 to 62 per cent. lower wages for the categories mentioned than England, and Belgium 39 to 56 per cent. less. But on the other hand the rate of pay for these categories in Germany and Holland are 14 per cent. higher than in England. Obviously a mere comparison of wages between England and the 'Continent'—meaning Europe—is of little utility as the disparity in wages of the various countries is too great.

With regard to the manufacturing conditions obtaining in Switzerland. The debate was in connection with Swiss meters, so we are mainly concerned with comparisons between English and Swiss wages. In this respect the statistical figures enclosed readily show that Swiss wages for the categories mentioned average 13 per cent. higher than English wages. Although some allowance may have to be conceded for any varying conditions in certain local districts—as in each country—which may slightly affect the figures they can be accepted as a fair average.

We trust to have fully explained matters and anticipate that you will give these facts the same publicity as was given to the other report, to enable those who made the erroneous statement to have an opportunity to withdraw same. We may be excused if we point out how advisable it is for those in a position of public responsibility to only utter statements based upon facts known to them personally, because very often such assertions—which are tantamount to a reproach of dumping—discredit responsible firms of high repute, thereby causing them considerable harm."

The Tolls on Alpine Passes.

The first great step in Federal legislation and uniform application of motoring regulations has been realised by the abolition of road taxes levied by some of the cantons; the *Observer* (Feb. 3rd) refers to the event as follows:—

"The coming tourist season in Switzerland will profit from a change welcome to motorists, the abolition of the toll on Alpine passes. Since the war this toll has been levied by the Cantons of Wallis, Berne, Ticino, Unterwalden, Uri, Glarus and Grisons, either on all or some of their routes. Though this measure was opposed as unconstitutional, the Cantons declared it to be absolutely necessary for the proper upkeep of their roads, and as it lay within their power to prohibit any traffic with motor-vehicles, those interested avoided any provocative action.

Now the Federation will put one-quarter of the revenue of the petrol tax at the disposal of the Cantons on condition that they renounce any special toll on their territories. Some have already done so; others will as soon as their legislative bodies meet. The last to come into line will probably be Glarus, where the decision lies in the hands of the Landsgemeinde, which will not meet before the end of April.

The relief is considerable, as the toll paid, for instance, on such a favourite route as Grimsel-Furka-Gottard-Klausen, easily done in one day, amounted to about two pounds. Another advantage will be that the passes will now be open day and night, and not only during the office hours of the toll-bars."

Swiss Watchmakers.

The following is culled from the *Dublin Evening Mail* (Feb. 5th) and we wonder where the four Swiss watchmakers hailed from that they

could not hold their own against what on the face of it seem negligible rivals. Some consolation, however, may be drawn from the fact that the committee responsible for the selection of a suitable candidate consisted mainly of jewellers; it may also be quite on the cards that with the present flourishing state of the industry in Switzerland there is no necessity; or, in this instance, sufficient attraction for a good craftsman to seek employment abroad. From a different viewpoint it is also satisfactory to note that of the forty applications received only the four referred to came from Switzerland; and, in view of the lines on which the Dublin Technical Education Committee proposes to run this "apprenticeship class," there is little likelihood of competition being created which would seriously affect our own staple industry.

"The four Swiss applicants were brought over specially to undergo this examination, their expenses being paid by the Technical Committee. It will doubtless be a source of pride to the craft of watchmaking in Dublin to hear that the Committee, after a most careful and impartial examination of all the applicants, selected Mr. Sean O'Kelly, a Dublin watchmaker. The commencing salary is £400 a year, without war bonus; the office will be a whole-time one, and not pensionable. Mr. O'Kelly got to work straight away, and an elaborate watchmaking equipment was installed at the Technical Schools. The Dublin jewellers have been good enough to offer certain material which, though of little use to them, will be of great value to the new class for experimental purposes.

Watchmaking will be taught, not at the evening classes, but at a special day apprentice class. Pupils will be taken on as vacancies arise. They will be paid 6/- a week for the first year, 8/- a week for the next, and the jewellers of Dublin have agreed to take them on as improvers during the third year and allow them to serve the rest of their apprenticeship on the terms recognised by the trade."

Women and the Crasta Run.

Here is another isolated protest against the recent decision of the St. Moritz Tobogganing Club debarring women from using the famous run; it is written by a member of the weaker sex and is taken from the *Manchester Guardian* (Feb. 8th):—

"It is surprising that there has not been more criticism from the many women who are expert at winter sports of the recent decision of the St. Moritz Tobogganing Club to close the Crasta Run to women. Personally, although I practise winter sports with enthusiasm whenever I get the chance, I cannot claim expertise. But this question of the St. Moritz ruling appeared to me rather a matter of principle than of special knowledge; and, having my own opinion on the affair, it has been interesting to question several of the only-now-returning experts, and to find them in unanimous agreement that the prohibition is absurd.

Any discussion of the bar brings, of course, under review the whole question of women in winter sports. What are women doing, and what are they going on to do, in these thrilling, unsafe games of the snow and ice, in which they are comparatively newcomers? In skating they have always held their own, and with the reform of skating dress they have surpassed themselves in grace and prowess. As for ski-ing, one has only to look at the early (but still recent) photographs of women ski-ers to marvel at women being able to do more than shuffle along on the level, hampered as they were until a short time ago by ankle-length skirts, waists, and hairpins. Yet it is Dame Katharine Furse, a woman no longer in her first youth and certainly familiar with these impedimenta, who takes the lead as a first-class ski-er to-day, and the younger women, by all accounts, are coming along fast. In essentials, except for the element of danger, ski-ing seems to be on a parallel with tennis. In skill and swiftness there are no limits to a woman's attainment, though in strength it seems certain that men will always have the advantage.

Where there is the element of danger, of course, the difference in muscular force and endurance may easily be crucial. This is admitted and allowed for. It has, however, been found no reason for debarring women from going as far and as hard as they can on their skis. Women must be allowed to judge or discover for themselves in open competition just how far they can go. It is conceivable that any day an unusual woman might appear whose strength was equal to a man's in the needful respects, and it would be ridiculous that she should find the way closed to her at any given point. That women ski-ers have so far perceived their limitations quite clearly is evidenced by the fact that they have refrained tacitly as a sex from any participation in ski-jumping. They are aware that the female frame is normally unsuited to this most terrific of sports. So severe is the impact of the landing that spines are

easily broken, and the least of mishaps may include three or four successive and violent somersaults, skis and all, down the frozen slope. The hardest, most practised male jumper cannot often continue after thirty, gives up jumping upon marriage, is lucky if he is not shaken to pieces and afflicted for the rest of his life with nerves and heart trouble. Women are not fools. So far there has been no need to rule them out from ski-jumping, and it is hard to see any such need arising. There might, now and again, be a successful, unshockable, and freakish female jumper. For the rest, if a woman may fly, either as pilot or as passenger on a dangerous 'plane journey, why hinder her from risking her neck in the air with a pair of skis?

Yet the most dangerous toboggan run in the world has suddenly been denied to all but male riders. An ambulance stands at the bottom of the Crasta all the time to pick up the breakages. So far nothing but male breakages have been picked up. Women have not asked to ride the Crasta. They do not like the look of that ambulance, nor of the performance (for themselves) even at its most successful. Yet it is both natural and just that they should object, and object strongly, to this new formal ruling that they *must* not ride the Crasta. They feel, rightly, that it may be left to them to decide about that, and that the stringent regulations with regard to barring all dangerous riders ought to be enough for women as well as for men. Hitherto it has been enough, not only in ski-ing and tobogganing, but in the often highly perilous bobsleighbing on famous bob runs. There seems to have been no provocation from the women. It is merely a piece of authoritative fussiness, and as such is justly resented. Not only this, but it is likely to prove itself provocative in a manner that will foil its own alleged motive of restraint. The sooner, in fact, that the St. Moritz Tobogganing Club sees fit to rescind its impertinent by-law the better for all concerned."

FINANCIAL AND COMMERCIAL NEWS FROM SWITZERLAND.

The net profit earned by the Swiss Bank Corporation for the year ended 31st of December, 1928, together with the carry forward from the previous year, amounts to £644,200 against £557,227 for 1927.

At the Annual General Meeting, to take place on the 28th February, the Board will recommend the allocation of £20,000 to the Pension Fund, and of £40,000 to the Reserve Fund for the extension of the Head Office premises in Basle; they further propose to pay a dividend of 8% as for the preceding year, to place £80,000 to the Reserve Fund, which will thus reach a total of £1,760,000, and to carry forward £28,610.

Acting upon the authority given by the Extraordinary General Meeting of the 17th of October, 1927, the Board have decided to issue 40,000 shares of Frs. 500 each, thus increasing the paid-up capital from Frs. 140,000,000 to Frs. 160,000,000. The new shares, which will rank for the full dividend for the current year, will be offered to shareholders at Frs. 625 per share in proportion to their existing holding.

THE TWELFTH ANNUAL SWISS SAMPLES FAIR

will be held at

BÂLE

13th to 23rd April, 1929.

For Information apply to:

THE COMMERCIAL DIVISION OF
THE SWISS LEGATION,
32, Queen Anne Street, W.1.

or to:

THE SWISS BANK CORPORATION,
99, Gresham Street, E.C.2; or at Bâle.

Information regarding Travelling facilities may
be obtained from:

THE SWISS FEDERAL RAILWAYS,
11b, Regent Street, S.W.1.

MISCELLANEOUS ADVERTISEMENTS

Not exceeding 3 lines.—Per insertion 2/6; three insertions 5/—
Postage extra on replies addressed to *Swiss Observer*

Swiss Family requires end March CAPABLE GENERAL: modern house, 3 in family; previous experience and plain cooking; essential.—Write A.H.M., c/o "Swiss Observer," 23, Leonard Street, E.C.2.

Subscriptions to the new shares are payable as to Frs. 125 per share on subscription and as to Frs. 500 per share before the 5th of April, interest being added at 5% as from the 1st of March.

The accounts of the Credit Suisse for the year 1928 closed with a net profit of Frs. 17,809,169 as compared with Frs. 14,515,710 in the preceding year, and the bank are again paying their regular dividend of 8 per cent. on the increased share capital (it now stands at 150 million francs). Thus for more than 30 years this institution can look back on an unbroken record of equal dividends. Apart from much interesting comment on the bank's own activities during the year, the report contains some enlightening remarks on the question of the proposed reform of the Swiss Currency. It is pointed out that thanks to the satisfactory cover maintained by the National Bank, and to the sound financial and economic position of the country, it has been possible for the Swiss Exchange to remain at its gold parity, although the convertibility of the note-issue has not yet been restored. Steps in this direction are, however, well advanced and the report of the Credit Suisse points out that, apart from demonetising the silver five-franc piece, must inevitably accompany an introduction of the gold standard, nothing should be altered in the existing standard of the currency. Speed in carrying out the necessary changes is moreover called for. Switzerland has delayed long enough in carrying through the necessary formalities required to place her currency on a gold basis *de jure* as it has long been *de facto*.

QUOTATIONS from the SWISS STOCK EXCHANGES

BONDS.	Feb. 5		Feb. 12	
	Frs.	Frs.	Frs.	Frs.
Confederation 3% 1908	88.00	82.75		
" 5% 1917, VIII Mob. Ls	103.00	103.00		
Federal Railways 3 1/2% A-K	88.10	88.40		
" 1924 IV Elect. Ls.	102.80	102.25		
SHARES.				
	Nom.	Feb. 5	Feb. 12	
Swiss Bank Corporation	500	872	894	
Crédit Suisse	500	993	997	
Union de Banques Suisses	500	750	753	
Société pour l'Industrie Chimique	1000	3470	3490	
Fabrique Chimique ci-dev. Sandoz	1000	4675	4650	
Soc. Ind. pour la Schappe	1000	4375	4410	
S.A. Brown Boveri	350	617	614	
C. F. Bally	1000	1550	1510	
Nestlé & Anglo-Swiss Cond. Milk Co.	200	911	916	
Entreprises Suizer S.A.	1000	1290	1290	
Comp. de Navig'n sur le Lac Léman	500	512	515	
Linolem A.G. Giubiasco	100	337	336	
Maschinenfabrik Oerlikon	500	840	840	

EINE HALBE STUNDE IM AUSKUNFTSBUREAU.

(Die nachfolgende Skizze ist dem B.B.N. Blatt, herausgegeben von den Schweiz. Bundesbahnen, entnommen und stammt aus der Feder von Herrn A. Angehrn, einem Stationsbeamten.)

"Morgen! Geben Sie mir, bitte, die schnellste, beste und billigste Verbindung von hier nach Wittgenberg an. Bis Basel will ich mit einem Personenzug, von Basel bis Frankfurt mit einem beschleunigten Personenzug fahren, wünsche aber in Karlsruhe zwei Stunden zu verbleiben und wenn möglich noch vor Mitternacht in Kassel anzukommen. Was kostet die Fahrkarte vierter Klasse von Basel bis Kassel? Habe ich in Wittgenberg noch Anschluss an den Kraftwagenkurs nach Cumlosen, und welches ist der Fahrpreis?"

"Ja, fangen wir einmal mit der ersten Frage an."

Doch gleich ruft ein bereits ungeduldig nebenstehender Herr: "Verzeihung, ich habe nur eine Frage, wann gehen die direkten Wagen nach Hamburg und was kostet die Fahrkarte II. Klasse dorthin? Kann ich zwei Plätze Raucher reservieren?"

Der verlorene Sohn.

Derweil tritt eine einfach gekleidete alte Dame, den langen schwarzen Rock am Boden nachziehend, und einen alten, schwarzen Filzhut ins rüchelge Gesicht gedrückt, unter die Türe. "Die hat gewiss kein Geld mehr zum heimfahren," flüsterte ich meinem Kollegen zu. Da sieht die Dame schon vor mir, zieht aus der weiten Rocktasche ein Fahrscheinheft I. Klasse und fragt mit leiser Stimme: "Do you speak English, Sir? I just came with the train from Basle and left my son behind at that station. The conductor of the sleeping car told him we had half an hour's time to take breakfast, so my son went out of the car and was left behind." Well, dreimal an automatischen Telefon gedreht und schon reden wir mit dem Auskunftsbureau in Basel, wo sich der "verlorene Sohn" bereits nach der nächsten Fahrgelegenheit nach Luzern erkundigt hat. Indessen muss die gute, alte Dame auch noch die nächste Flugverbindung für ihre Tochter nach Paris erfahren, denn übermorgen soll dort ihre Heirat stattfinden, während ihr Sohn nach dem Pilatus fahren will, denn er liebt die Berge, und in Australien gebe es deren nicht viele.

Und gleich hinter der abtretenden alten Dame erscheint ein junges, elegantes Dämchen mit feuerroten Lippen, und fragt gar niedlich, zwei Reihen schimmerndweiße Zähne zeigend: "Quand part un train pour Vichy, Monsieur?" "Il n'y a pas de train direct pour Vichy, vous devez changer à

LE SPORT, LE FROID ET LA POLITIQUE

Dans un récent article, je vous parlais de l'état lamentable du football suisse. Cette question ne peut vous laisser indifférents: vous domiciliés en Angleterre, qui sacrifiez au ballon rond tels de véritables insulaires.

A l'appui de ma thèse, vient de se dérouler dimanche à Mannheim un drame en deux mi-temps qui froisse fort désagréablement notre honneur national. Au cours d'un match international, nous nous sommes fait écraser par l'équipe allemande avec un score qui en dit long sur notre valeur. Il exclut toute excuse possible et imaginable et nous accable sans rémission. La meilleure équipe que nous ayons pu présentement mettre sur pied a été battue par 7 buts à 1.

Ceux qui grâce à un appareil de T.S.F. ont pu suivre minute après minute les péripéties du match, comme ceux qui sur le terrain les ont vues "de visu" se sont rendus compte de la différence de classe qui sépare maintenant le football suisse, champion européen aux Olympiades de 1924, des autres équipes continentales.

Il est grand temps de réorganiser de fond en comble notre Association. La première chose à faire sera de couper court à l'éparpillement que représente l'éclosion incessante de petites sociétés secondaires. Un regroupement s'impose, doublé d'un travail intense au sein des grands clubs, si nous voulons participer encore aux tournois mondiaux.

Mais d'ici là que l'on cesse radicalement ces humiliantes comparaisons qui font de nous la risée des sportifs de tous les pays. Toutes les suggestions doivent être envisagées. Amis lecteurs, vous qui fréquentez les grounds d'outre-Manche et qui voyez hebdomadairement à l'oeuvre les grands maîtres du ballon rond, n'hésitez pas à nous donner votre avis. Vous aurez bien mérité du sport suisse!

Nous souffrons du lac de Constance à celui de Genève d'un froid intense. Jusqu'à présent c'est la Suisse Alémanique qui fut la plus atteinte. Mais au moment où j'écris ces lignes, le thermomètre marque -13 à Genève et la bise qui souffle a fait enregistrer -16 à Versoix! Si ces températures sibériennes font la joie des marchands de charbon, elle déconcentre la population. Nos lacs

Olten et à Lyon." "Ah non, c'est trop compliqué. Alors je veux passer par Paris. Donnez-moi deux billets de première classe pour Paris et réservez-moi deux places coins de fenêtre au milieu de la voiture, mais non pas sur les essieux, fumeur."

Der Missionar.

"Bitt schön, mein Herr, welches ist der Fahrpreis und die Reisedauer von Tientsin nach Tsitsikar?" Da schau ich den jungen, schwarz gekleideten Herrn etwas verwundert an, denn dies liegt doch in China, oder könnte es sich um schlecht ausgesprochene französische oder tschechische Orte handeln? Und als ob mein Gast meine Gedanken erraten hätte, sagte er lächelnd: "Ja, ja, ich gehe in die Missionen nach China."

"Dann müssen Sie zu Cook gehen, der hat vielleicht die nötigen Fahrpläne und die Tarife."

"Ja, bei Cook bin ich schon gewesen, und die schicken mich soeben zu Ihnen."

Da fällt mir gerade ein, dass gestern vom Kommerziellen Dienst einige Flugblätter der lettischen und japanischen Staatsbahnen eingetroffen sind, und wirklich finden wir hierin zur grössten Freude des Reisenden die Verbindung durch die Mandschurei bis nach Tientsin. Was man nicht alles wissen sollte!

Der italienische Graf, der nicht zahlen will.

"Non pago e non pago," ruft händerverwendend ein fein gekleideter Herr, der soeben mit dem Kondukteur ins Bureau tritt. Beim Herausgehen seines ziemlich umfangreichen Handgepäcks hat er eine Fensterscheibe zerbrochen und verweigert nun kategorisch die Bezahlung derselben. Aus seiner mit einem goldenen Monogramm besetzten Brieftasche zieht er seine Visitenkarte. "Ecco, io sono il Conte Romanelli di Roma. Non è colpa mia che la lastra del finestrino si è rotta." Nach kurzem Hin und Her lässt sich der römische Graf erweichen und bezahlt schliesslich den geforderten Betrag.

Der Herr, Obersekretär will eine Freikarte für die "Rüdlbahn."

Kaum ist dieses Intermezzo vorbei, ruft ein Tourist, der bereits Achtungstellung und eine recht tiefe Verbeugung gemacht hat, "Verzeihung, mein Herr, Obersekretär Schulze aus E—. Ich habe einen Fahrschein bis Flüelen und möchte Sie bitten, mir einen solchen für die "Rüdlbahn" auszustellen."

"Das gibt's zum Glück noch nicht." "Aber, man hat mir doch gesagt, es gebe eine solche. Seien Sie doch so freundlich und stellen Sie mir den Schein aus, wir sind ja Kollegen." Es gibt eben Fälle, wo man trotz bester kollegialer Bereitwilligkeit einem Wunsch nicht entsprechen kann!

devient d'immenses patinoires. Celui de Wallestadt est entièrement gelé. Viennent le moindre coup de foehn, et voici que la glace se rompt et que se noient les trop aventureux patineurs. Nous avons enregistré cette semaine une suite d'accidents de ce genre qui ont produit les plus douloureux effets.

Par contre, la neige tenace donne aux sports d'hiver une extension inaccoutumée. Cette année ce ne sont plus seulement les rentiers et les étrangers qui puisent le long des pentes neigeuses santé et joie. C'est toute la population qui émigre dès samedi midi sur les collines avoisinantes et le ski fait actuellement rage dans tous les milieux. On voit des vieillards de soixante ans, les bâtons à la main et les bébés font leurs premiers pas... en glissant!

Nous ne souffrons point d'une épidémie de grippe, cette dernière ne sévit, du moins par le moment, qu'en cas isolés et c'est tant mieux!

* * *

Dans le monde politique, le froid a calmé le feu des discussions. A Genève pourtant, une explosion s'est de nouveau produite! Un instituteur primaire, de tendance socialiste, vient de se faire révoquer. Le chef du parti socialiste a interpellé avec sa violence accoutumée le gouvernement. Il lui fut répondu avec mesure par le conseiller d'Etat chargé du Département de l'Instruction publique et de nombreux rapports ont démontré à loisir que la mesure avait été prise en toute connaissance de cause comme en toute équité. Tant au point de vue pédagogique qu'au point de vue personnel, le maître en question aux dires de son hiérarchique, n'était pas exempt de tout reproche. Le leader socialiste, n'ayant point obtenu satisfaction par devant le Grand Conseil prétend faire appel à l'opinion publique et entame dans les colonnes de son journal "Le Travail" une campagne de presse qui s'annonce une fois de plus d'un ton inusité. C'est là une nouvelle phase de la lutte qui à Genève oppose, non point tant les socialistes aux bourgeois mais les socialistes aux radicaux. A tort ou à raison, les hommes de gauche jugent ce parti fort ébranlé. Ils savent en revanche qu'il leur suffirait d'attirer à eux les tiers des effectifs radicaux pour obtenir la majorité absolue du corps électoral genevois. Tous leurs efforts tendent vers ce but. Il est certaines circonstances qui font supposer qu'ils n'auront point le succès qu'ils espèrent!

Erik.

Aber schön ruft ein langgewachsener, junger Herr, den weiten Hosen und der mächtigen Hornbrille nach zu urteilen aus dem Reich des Dollars stammend: "Give me a first class sleeper to Vienne; how much is that in dollars?" derweil er seinen Kaugummi im Mund von der linken Seite auf die rechte hinüber schiebt und zugleich von einer Stange Toblerone-Schokolade ein Stück abbeisst. "We don't sell sleepers here, Sir; please go to the Sleeping Car Company in this station." "Well," und schon ist der Mann zur Türe hinaus, denn für ihn gilt, auch wenn auf Reisen, "Time is money."

Die kleine Sächsin.

"Na, aber jetzt komm' ich dran, ich glaube, man zieht hier natürlich die Engländer und Amerikaner uns armen Deutschen vor." Die kleine, kugelförmige Sächsin legt rasch ihr Notizbüchlein schön bereit auf den Tisch und los geht's mit Fragen. "Ist das Trinkwasser in St. Gallen gut? Ich habe gehört, es komme aus dem Bodensee und sei schlecht. Ist das Hotel — in St. Gallen sauber? Kann man im Wartesaal in Lindau auch übernachten? Wann geht der beschleunigte Personenzug von Lindau nach Chemnitz, aber in Hof will ich drei Stunden bei meinem Sohne verweilen."

"Soviel ich weiss, ist das Trinkwasser in St. Gallen gut und auch das Hotel — sauber. Meines Wissens kann man in keinem Wartesaal in Deutschland übernachten. Was den beschleunigten Personenzug betrifft..." und so antwortet der geplagte Beamte bis auch diese Reisende möglichst befriedigt abzieht.

"Bitte, mijn Heer, ick möchte zwei Plätze belegen nach Utrecht im Rheingold I. Klasse, Raucher." Dabei streckt der alte Holländer (vielleicht ein früherer Plantagenbesitzer!) mir sein dickbauchiges Zigarrenetui entgegen. "Bitt schön, mijn Heer, bedienen Sie sich, auch etwas um Ihre gute Laune nicht zu verlieren." "Only one question," fragt zwischenhinein eine bereits ungeduldig wartende Miss. "Gibt es in Folkstone ein oder zwei Bahnhofrestaurationen?"

"Wenn ich mich nicht irre, habe ich dort nur eine Bahnhofswirtschaft gesehen, aber man zahlt für "a cup of tea and a cake" nicht weniger als einen Schilling." Und kaum hat die Dame den Rücken gekehrt, zieht bereits ein biederer Schweizerbauer sein Filzhütlein und fragt schlichtern: "Losed er, wötet er so guet sii ond nach Züri telefoniere, dass i im reservierte Abort statt es Zwanzgi es zwänggi Franke Goldsüetli iegworfe haa. I geb däm, was sint, gären en Zweifränkler Trinkgäld."

Und so geht es weiter von Morgen halb sieben bis Abend spät um elf Uhr...