

1892.

Dec 28

Wednesday 7 8-30 P.M.

On S.S. Cameroon off Coast of Africa -

Last night at 5.30 O'clock we "dropped anchor" in the "Open roadstead" of the Port of Lagos. The City is built on the river a few ^{ways} up from the mouth. A "bar" at the mouth prevents all deep draught vessels from entering. For this reason we anchored out side - Tide was low when we reached the anchorage. We were compelled to lie at anchor all night as the "Leander" could not cross the bar before the high tide in the morning. Lying at anchor has its advantages and its disadvantages. The "screw" is at rest and one imagines that a quiet night will insure better sleep. Not so however, for the "ground swell" keeps the rudder banging away - We prefer the noise of the engines and screw - that noise is regular and one can sleep quite well despite that noise but the rudder! Well you want to hear that to appreciate it. Then the heat is something bad - when on our way there is some air, the sailing of the boat produces that, even if no wind is blowing - but when quiet in some land locked bay - one "welters" in the small stowage and narrow berths - However this is the worst night in

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end and before the sun is up my wife's husband is on deck looking for the "Tender" and viewing the "roadstead" to the right of us are anchored two steamers and one "Yankee" sailing vessel. The steamer-ship nearest us is a German coasting steamer bound for Lagos. being a smaller steamer and unable to go over the bar ^{the} Captain determines to ask the Captain of the German S.S. to take our passengers ^(with and baggage for this port) and baggage into Lagos. Looking over his "flags" he finds he has none which he can use to "signal" such a question; he sends the ship's boat with a letter. Just after the boat has left the German sends up a "Pilot Flag" this leads our Captain to surmise that something is wrong and so it proves for when our boat returns it is learned that the Captain is seriously sick of fever and so cannot take his boat in - All this may not prove interesting to your readers but I assure you that to us who have been three weeks on board a steamer on the ocean, it is of the greatest interest and we are all attentive to the smallest details. Well after waiting until about eight o'clock A.M. the tender arrives and five more of our passengers leave us