

Poetry.

THE YANKEE GIRL.

She sings by her wheel, at the low cottage-door,
Which the long evening shadow is stretching
before,
With a music as sweet as the music which seems
Breathed softly and faint in the ear of our
dreams!

How brilliant and mirthful the light of her eye,
Like a star glancing out from the light of the sky;
And lightly and freely her dark tresses play
O'er a brow and a bosom as lovely as they!

Who comes in his pride to that low cottage-door—
The haughty and rich to the humble and poor?
'Tis the great southern planter—the master who
waves
His whip of dominion o'er hundreds of slaves.

"Nay, Ellen—for shame! Let those Yankee fools
spin,
Who would pass for our slaves with a change of
their skin;
Let them toil as they will at the loom or the
wheel,
Too stupid for shame, and too vulgar to feel!

But thou art too lovely and precious a gem
To be bound to their burdens and sullied by
them—
For shame, Ellen, shame!—cast thy bondage
aside,
And away to the South, as my blessing and
pride.

O, come where no winter thy footsteps can
wrong,
But where flowers are blossoming all the year
long,
Where the shade of the palm-tree is over my
home,
And the lemon and orange are white in their
bloom!

O, come to my home, where my servants shall all
Depart at thy bidding and come at thy call;
They shall heed thee as mistress with trembling
and awe,
And each wish of thy heart shall be felt as a law."

O, could ye have seen her—that pride of our
girls—
Arise and cast back the dark wealth of her curls,
With a scorn in her eye which the gazer could
feel,
And a glance like the sunshine that flashes on
steel!

"Go back, haughty Southron! thy treasures of
gold
Are dim with the blood of the hearts thou hast
sold;
Thy home may be lovely, but round it I hear
The crack of the whip and the footsteps of fear!
And the sky of the South may be brighter than
ours,
And greener thy landscapes, and fairer thy
flowers;
But, dearer the blast round our mountains which
raves,
Than the sweet summer zephyr which breathes
over slaves!

Full low at thy bidding thy negroes may kneel,
With the iron of bondage on spirit and heel;
Yet know that the Yankee girl sooner would be
In fetters with them, than in freedom with
thee!"

THE MONITORS AND IRONCLADS.

The following report by Admiral Porter upon the qualifications of the monitors and ironclads has been received at the Navy Department:

NORTH ATLANTIC SQUADRON, *Flag-ship Malvern, off Fort Fisher, N. C., Jan. 15, 1865.*—Sir: My late experience with the monitor class of vessels under fire, at sea, and in riding out heavy gales justifies me in making a special report on the matter. I feel the importance of the Government's receiving accurate information in relation to a class of vessels about which there has been a difference of opinion, and of which we are building quite a number.

My experience has been with the *Monadnock*, *Saugus*, *Mahopac* and *Canonicus*, all vessels of some difference of construction, and built, I believe, by different contractors.

Before leaving Hampton Roads, and while waiting for the army to provide troops for the land part of this expedition, I sent the monitors *Canonicus*, *Mahopac* and *Saugus* up the James river to try what they could do with the rebel batteries at Howlet's and above that point. At Howlet's the enemy had a heavy gun mounted, (a two hundred pounder Brooke's rifle,) which was frequently fired at the monitors, but seldom hitting them. One of their shells or shot, however, struck the *Saugus* fair on the turret, and knocked out and loosened forty bolts.

This was owing to the bolts being driven from inside to out, instead of from outside to in. The turret was not materially injured, and was repaired again in about two weeks, and I have

been using the *Saugus* here, against these works, where she has done effective service.

The *Canonicus*, *Mahopac* and *Monadnock* left Hampton Roads on the 13th ultimo, the former two in tow of steamers; the *Monadnock* going under steam, with a steamer in company. The weather was quite rough, and at times the sea would go over the turrets and down the funnels; but I passed them while at sea, and they were making excellent weather of it. On asking their commander, afterwards, how they got along, the answer was, "Oh, quite well, sir; only a little damp."

On arriving at Beaufort, S. C., I filled them up with coal and ammunition. I found a defect in a pump on board the *Canonicus*, (a "centrifugal pump" they called it) which did not fetch the water until there was a foot or more in the vessel. This was a serious defect and one for which the constructors were very culpable. The *Mahopac's* decks leaked considerably, and made the officers and crew very uncomfortable.

The monitors started from Beaufort on the 18th ultimo, the *Canonicus* and *Mahopac* being towed, the *Monadnock* declining such assistance. Indeed she did not require it, outrunning the largest vessels easily and keeping ahead of all except the very fastest.

On the 21st ultimo, it came on to blow hard from the southwest, and a very heavy sea commenced rolling in. The vessels were all anchored in thirteen fathoms water, with a long scope of chain out. Most of the large vessels dragged during the gale. The *Tuscarora* and *Juniata* put to sea (I think unnecessarily) while the monitors rode it out beautifully.

I was anchored quite near them and witnessed their performance. I at first thought I had been imprudent and had unnecessarily risked the lives of officers and men, but I went to sleep the first night of the gale quite easy in my mind, in regard to the monitors. I saw that they were making the best weather, and riding easier than any of the other vessels in the fleet. All the transports cut and ran, though I think that was quite unnecessary. After the gale I enquired of the commanders of the monitors, how they passed through the ordeal, and they seemed to think they got along very well. The smaller monitors, *Mahopac* and *Canonicus*, at times, almost disappeared from view, and the commander of the former vessel complained of discomfort, owing to the decks leaking, but the vessels were in no danger at any time.

As to the *Monadnock*, she could ride out a gale at anchor in the Atlantic Ocean. She is certainly a most perfect success, so far as the hull and machinery are concerned, and is only defective in some minor details, which in the building of these vessels, require the superintendence of a thorough seaman, and a practical and ingenious man. The *Monadnock* is capable of crossing the ocean alone, (when her compasses are once adjusted properly,) and could destroy any vessel in the French or British navy, lay their towns under contribution, and return again (provided she could pick up coal) without fear of being followed. She could certainly clear any harbor on our coast of blockaders, in case we were at war with a foreign power. As strong and thick as the sides of this vessel are, one heavy shot from Fort Fisher indented the iron on her side armor, without, however, doing any material damage.

These vessels have laid five (5) days under a fire from Fort Fisher, anchored less than eight hundred (800) yards off, and though fired at a great deal, they were seldom hit, and received no injury, except to boats and light matter about decks, which were pretty well cut to pieces. Compared with the *Ironsides*, their fire is very slow, and not at all calculated to silence heavy batteries, which requires a rapid and continuous fire to drive men from their guns, but they are famous coadjutors in a fight, and put in the heavy blows which tell on casemates and bombproofs. The smaller class of monitors, as at present constructed, will always require the aid of a steamer to tow them and take care of them. In smooth weather they ought to go along by themselves, and when towed the tow-rope should never be less than two hundred (200) fathoms in length. It strains them very much to have a short tow line.

I do not know yet what their real durability is or would be in a continuous fire against their turrets. Solid eleven-inch or two hundred pounder rifles are apt to break something when they strike, and I should be much better satisfied myself to be behind wooden bulwarks and take what comes, than to be shut up in an iron turret, not knowing whether it is properly con-

structed. This, though, is the prejudice of a sailor, and should have no weight whatever. The commanders of the monitors seem to feel quite at home and safe in them, and apprehend no more damage to sea than in any other kind of vessel. Commander Senott, of the *Monadnock*, remarked he did not see any difference between her and anything else.

The *Saugus* joined me after the first day's fight off Fort Fisher, and was towed around from Norfolk by the *Nereas* in very rough weather. The vessel leaked a good deal through her bows, and some uneasiness was felt for her on that account, but her sea-going qualities were spoken of as good. The difficulty was a mechanical one, and in no way detracts from the qualities of the vessel. There is no great amount of comfort on board these vessels at sea, that is conceded on all sides, but they are seldom at sea and only exposed when making a voyage. This is the first time, I believe, that the monitors have ridden out heavy gales in an open sea, at anchor, though they have ridden out gales in Charleston Roads.

I have only to remark that the principle is a good one, if the vessels are all built like the *Monadnock*. The fire of these vessels, continued with the fire of such vessels as the *New Ironsides* and heavy frigates, is very effective, particularly against heavy plated vessels, bomb-proof and stone or brick walls. I have never yet seen a vessel that came up to my ideas of what is required for offensive operations as much as the *Ironsides*. She combines very many good qualities. The most important is the comfort with which the people on board of her live, though she would be no match for the *Monadnock* in a fight, the latter having more speed.

The accuracy of fire is, I think, in favor of the *Ironsides*, judging from what I have seen here. The turrets get filled with smoke, and do not clear as quick as the *Ironsides*, though that defect could be avoided by not firing both guns so near together. These impressions of mine are formed from a short experience with monitors, but I think they will be found correct, provided the monitors are properly built.

I have the honor to be, very respectfully, your obedient servant,
DAVID D. PORTER, Rear Admiral.
Hon. GIDEON WELLES, Secretary of the Navy, Washington, D. C.

[From the N. Y. World.]

THE DUTCH GAP CANAL.

HEADQUARTERS ARMY OF THE JAMES,
January 1.

The gap, which is by the river some forty miles from Richmond, while overland it is distant but twelve, is nothing more nor less than a portion of a species of peninsula known as Farrar's island. This peninsula is formed by the extreme tortuousness of the river at this point, which, traversing in a circle some seven miles, returns opposite to, and but two hundred yards distant from the point whence it started. This neck of land is the gap, and across it runs the cut, or canal. The idea of constructing a canal at this point originated with General Butler, who urged many valuable reasons in its support, among others the impassability of the bend by reason of obstructions and heavy batteries which might, so to speak, be flanked by that means, besides, the route by water would be decreased by seven miles. These considerations alone were deemed sufficient to warrant the experiment, and on the 10th day of August last work was commenced, Brigadier-General B. C. Ludlow, of General Butler's staff, having sole charge of the operations, assisted by Major Peter S. Michie, chief of engineers. The plan adopted by General Ludlow in commencing the work was nearly the same as that adopted for throwing up parallel in front of an enemy's fortifications. The digging details were set to work under cover of a declivity, near the lower end of what is now the canal, and dug deep parallel ditches toward the upper end for awhile, throwing the earth in front of them, more surely to guard against the projectiles of the enemy, who occupied many good positions on the surrounding elevations. By degrees they widened and deepened their excavations until wheelbarrows could be introduced; then the dirt was removed where it could in no way interfere or obstruct operations. Very soon several parallels were merged into one great ditch, divided in the center by a dam running crosswise, from one side to the other. This dam was left so that in opening the lower end of the canal to the river water rushing in would not deluge the working party in the upper portion of the excavation, and who were to dig far below low tide mark.

As the work progressed rails were laid, and wheelbarrows superseded by horse and hand cars. Meanwhile, the enemy who had been planting mortars of light and heavy caliber under cover of the river banks, began throwing shell with very annoying effect. The batteries we had erected to engage their cannon proved almost useless against mortar batteries; consequently it was necessary to erect other works, besides numberless bomb-proofs. All the details for this work were made from men placed under General Ludlow's command, and greatly decreased his force in the canal; besides this it was found necessary to detail daily about three hundred men for pocket duty. This still further decreased his effective working force, at times every man would be ordered away to participate in some of the many raids and expeditions made by this army during the fall. As this caused delay, and has been a source of annoyance to those who were eager to finish this monster job of digging. The troops first employed were mainly chosen from Pennsylvania regiments, but as the work advanced they were relieved by a squad of colored soldiers, seven hundred of whom did the entire duty for many weeks. The dampness to which they were more or less exposed soon brought fevers among them, and after they were relieved details were made daily, and always from among the colored troops.

Thus months passed away; finally, the lower section having been leveled, water-dredging machines were resorted to, to sink it to the requisite depth. Several machines were damaged by the shells of the enemy and rendered useless. In the upper section, above the dam of which I have spoken, no dredger was used to any great extent, as the digging could be done with spades, notwithstanding it was necessary to clean out the earth to a distance of fifteen feet below the water mark.

But there is an end to everything, and there was an end to the digging which had been pushed so vigorously through such a protracted period. Nothing remained to be done but to remove the bulkhead at the upper end, and the dam which was still across the center of the canal. To accomplish this, mining was resorted to. In the case of the dam it was a very easy matter, but more work was required at the river barrier. Miners were soon at work; the bulkhead was cut into three pieces, as it were. Streets on a line with the sides were first cut through entirely to the river, and others were similarly cut through the now detached mass, leaving actually only about two-thirds of it subject to the action of the explosion of the mines. The miners, commencing operations, dug from the street, cut through the left side of the bulkhead toward its center. Having reached about the proper point, they sunk a shaft some eight feet deep, when they mined toward the river—investigation proving they had gone neither deep enough, nor yet mined as far toward the river as was desirable.

To their subterranean work they went again. This time the shaft was sunk some ten feet deeper and a longer gallery cut toward the river. Five magazines, capable of holding six tons of powder in the aggregate, were now constructed and all was ready for the grand blow out, which occurred at 4 o'clock to-day, with the results already announced. I have not stated that the center dam was blown away some time since, letting in the water sufficiently to fill the canal. When the feasibility of opening this cut was suggested, good engineers expressed a fear that the current would not leave its natural channel.

To give anything like an adequate idea of the magnitude of this enterprise or the amount of labor performed, I can only refer the reader to the following dimensions of the canal: Length, five hundred and sixty feet; width, one hundred and ten feet; depth from top of bank to bottom, seventy-four feet. General Ludlow tells me the enemy have already obstructed the stream about one mile above the mouth of the canal so effectually that he cannot send even his own light draft tugs through.

F. CREIGHTON.

THE GREAT JUGGERNAUT SATURNALIA.

The Calcutta correspondent of the *London Times*, on the 8th of July last, gives the revolting details of scenes at the Suan Jatra and the Ruth Jatra—the two great festivals of Juggernaut, which are so widely celebrated in Hindostan. Commencing on Sunday, the 19th of June, by the priests bringing forth the gods to be bathed, it terminated on the 6th July, when the cars were drawn back by thousands of people, and the god was replaced in his home. The