Extracts received July 26th, 1862, by the Flag officer. From U. S. Consul at Bermuda, dated July 4, 1862 concerning the steamer “Lodona.”

It seems from the statement of the master, that no bond was given and no oath was made to the manifest or crew list. The license does not state the master has made oath to the manifest, but gives permission upon the affidavit of one Pierson (who purports to be the owner of the vessel, that she is intended for a lawful voyage,) to proceed to Beaufort, N. C., Port Royal, S. C., or New Orleans, La. She has a cargo principally of ardent spirits, some drugs, amongst which is a large quantity of quinine, clothing and other merchandise. The master has requested me to endorse his license, which I have refused to do, on the ground his cargo is principally contraband; and further, their associations are such here as to leave little doubt in my mind that their license was not obtained in good faith. It would appear from their cockets when their cargo was taken on board they were bound to Tampico. They have received here a letter of instructions from one J. W. Thompson, of New York, advising them to let their intentions be made known to the fleet here before leaving, and stating whatever the result of the voyage he will be satisfied.

From U. S. Consul at Bermuda, dated July 7th, 1862.

The steamer “Lodona,” now in port here, has on board twenty-five tons of saltpetre, and I have good reason to believe she has other contraband goods, besides spirits, among which are some Enfield rifles. The master, after most emphatically declaring he had no cargo contraband of war on board, when I asked him about it (the saltpetre) said it was taken by mistake, supposing it was salt. There are two strangers here, said to be officers of the late rebel steamer “Sumpter.” and one left on the “Adlia,” said to be Capt. Semmes. Whether they came in the “Lodona” or the “Columbia,” I cannot ascertain. They are stopping most of the time on board the “Lodona.” The master of the “Lodona” flew the stars and stripes and was extremely Northern in his expressions, till he found he could not induce me to let him have coal, when he pulled them down. Every scheme human ingenuity could invent has been resorted to to induce me to let him have coal; he went as far as to offer me $1000 if I would go to the other end of the Islands and remain two days, and leave my business in the hands...
of a merchant here. The name of the person claiming to own the vessel, and who obtained the Consular license is L. C. Pierson of Kingston on Hull. Both the "Lodona" and "Columbia" are getting wood, but it is ascertained that with their furnaces they cannot keep half a head of steam with it. From all I can learn I think the "Columbia" has a cargo of arms and ammunition.

From U. S. Consul at Liverpool, dated July 5th, 1862.

I send you herewith a full description of the "Laird Gunboat," as it may be useful. To remove any possible doubt there may be as to the real destination of this vessel, I may inform you that, a few mornings since, Capt. J. D. Bullock entered, unquestioned, the private dock where she lies, and which is so jealously guarded to others, went on board, was saluted by the workmen, appeared to give orders, and be attended to as one in authority; also, that all the cabin fittings and furniture were selected by him, and were subject to his approval, though paid for by Mr. Laird. Mr. A. Blain, of 35 Paradise St., Liverpool, fitted up the cabins, and has her entered in his books as No 299. For a person sent there to enquire if he did fit her up, he wrote the number on one of his cards, along with the names of John Laird, Esq., and Capt. Bullock, as references. Her engineers and crew have been engaged, but not regularly shipped; none of them are allowed on board, and are only to come on board when she sails. The "Rosalind," belonging to Frazer Trenholms, and about which you are already advised, is still here. She took on board three more rifled cannon, (32-pounders) this week, making 9 she has, just sufficient for the armament of the gun-boat, and of the suitable kind; they are all Blakeley's. I enclose herewith, also, the official manifest of the "Eliza Bonsall," which sailed from Nassau, about 30th June: also, corrected manifest of the "Sophia." The saltpetre in the "Eliza Bonsall" is probably that taken out of the "Sophia." You have already received descriptions of both these vessels.

The "Julia Usher" is discharging her cargo, and it will be put on board the "Gladiator," which is undergoing repairs, and preparing to receive it; she will sail in about two weeks. She is the same steamer that you have been advised of before; her appearance will be somewhat altered, and a description will be sent you next steamer. It is likely some of the people from the Julia Usher will go in her. The 2nd mate, who has been in the rebel army, wants to go in her, and has stated that he will get to New Orleans, and will shoot Gen. Butler, if he is hung for it the next day. I haven't his name, but it shall be got and sent to you. (His name is Jno. Ponte, a native of Charleston, S. C. He was engineer of the J. U.) The "Edward Hawkins," screw steamer, has entered to load for New Orleans. Mr. Dudley's last letter informed you of the arrival, with a large amount of specie, from Matanzas.

DESCRIPTION OF "LAIRD'S GUN-BOAT."
Billet head gilt, a red shield with a gilt anchor on, about 9 inches long. Bowsprit painted black, jib-boom scraped, spar heel black. Fore, main, mizzen lower topmasts bright; spanker boom and gaff, yards, cross-trees, and booms, black. Black funnel, with copper steam-pipe forward of funnel, between fore and main masts. Mizzen-mast well aft, about 14 feet from stern rail, with great rake; rigging chains painted black outside of bulwarks. A bridge crossing the deck, forward of funnel, on iron stanchions; railing around bridge painted red. Four iron swing davits for two boats, each side, between main and mizzen masts; boats painted black, inside a drab; also, two iron swing davits at the stern for Captain's gig. Round stern, with 20 or 22 blank galley windows in same; carvings on stern gilt; flush deck; has a lifting fan by steam power; fan is solid brass. Entrance to cabin and engine room abaft the main-mast; wheel abaft mizzen-mast, has the following inscription around the rim: “Aide toi, et Dieu t'aidera.” Ball-racks forward of each of the masts; skylights to cabin, engine-room, &c., covered with wooden gratings; inside of bulwarks painted drab. According to the chalk-marks on the deck she will carry three swivel guns. She has three double ports each side, forward, amidships, and aft; she will carry 16 guns, with the swivels. She is in a confused state, and from her appearance, will not be ready before the middle of next week. Is built of oak and coppered; about 200 feet long, and 18 feet deep; will draw 10 to 14 feet, loaded; 1000 tons; bark rigged; has no name, but is called No. 290; has two oscillating cylinders, working almost at the bottom of the vessel.