

PILOT & TRANSCRIPT.

WEDNESDAY, JANUARY 13.

LATER FROM FLORIDA.

SAVANNAH, Jan. 7.—The steamer Wm. Custom, Capt. Barden, arrived last evening from St. Augustine, bringing us the following letter from our attentive correspondent, dated 3d instant. We have also received through the same medium the St. Augustine News of the 1st inst.

(Correspondence of the Republican.)

OFFICE OF THE NEWS, St. Augustine, Jan. 3, 1841.

An order has been issued, by which a large escort will leave this place and Picolata simultaneously twice a week, Mondays and Fridays. Travellers will have an opportunity of enjoying its protection on the Picolata road.

The steamer William Gaston, Capt. Barden, has just arrived from the South. By her we learn the death of Gen. W. B. Davidson, of the 3d Artillery, in consequence of disease contracted in the everglades.

Lieut. Col. Harney has started again, in connection with a detachment of officers and sailors from Lieut. McLaughlin's command, and a party of marines, under Lieut. Sloan and Wilson, for Sam Jones's camp. They are accompanied by the negro John, who was wounded in the former excursion, and an Indian prisoner. No achievement of the war has exhibited such brilliant endurance, planned with so much judgment and followed by such deserved success, as this gallant officer, and those associated with him have accomplished.

A passage across the peninsula—the destruction of Cheleka, the leader of the massacre at Caloosahatche, and Indian Key—and the fact, that the Indian will now learn that temporizing is no longer a resort to, will go a long way in breaking his confidence.

From the N. Y. Courier and Enquirer. We may look forward to a speedy annihilation of the American trade on the coast of Africa, if the present measures of Great Britain are tolerated by the Government of the United States.

The most valuable trade is now mainly carried by the United States and England. But the people of the United States are becoming gradually deterred from its prosecution, by the frequent vexations, and ruinous seizures of the vessels of our citizens by British cruisers, under the pretence that their cargoes consist of slaves, and that they are engaged in some branch of the slave trade.

It is admitted on all hands, that until the United States concede to Great Britain by treaty stipulation, the right of visitation and search upon American vessels for the purpose of suppressing the slave trade, such right does not exist, and the captors under the present state of things (no such treaty having been made) are mere marine trespassers, violating the law of nations, as well as the rights of the United States, given by Chief Justice MARSHALL, has settled this as the law of the country, and yet our Government under the administration which is passing away, has winked at a series of gross violations of our flag by British cruisers, to the incalculable injury of our commerce.

Let prosecutions, then, at once be instituted against the captors, and let them be held to bail in amounts proportioned to the immense damages resulting from the ruin and breaking up of a voyage. A few such well timed prosecutions will go very far to cool their violent philanthropy, at the foundation of which might be found a fervid anxiety to shut out the American vessels from the coast of Spain for the purpose of monopolizing the whole interest to British merchants. But upon the main question we can conceive of no decent reason why, to American officers alone, should not be conferred the power and responsibility of determining upon the valuable voyages of American merchants to the coast of Africa.

These remarks are particularly applicable to the case of the Tigrid—the Salem brig that has been recently seized by one of her Majesty's armed vessels, under circumstances that seem to furnish out very slight justification.

From the American. HAVRE DE GRACE, Jan. 11th, 1841.

At the request of the passengers on board the steamer Susquehanna, I send you a publication in the American a copy of a Card drawn up and signed by them—as follows:

The undersigned take pleasure in bearing witness to the skill displayed by, and the gentlemanly conduct of Capt. Wm. Verdin, the greater part of the day and the entire of the night, which they were exposed to when a resolution in the Susquehanna River, to board the Ferry Boat Susquehanna of the Philadelphia, Wilmington and Baltimore Railroad Line, her rudder having been carried away by the ice.

Signed by—Winfield Scott, James Sewall, Samuel Stevens, Washington Hall, F. and J. Burgh, James Glasgow, J. and H. Kelsey, Thos. T. J. D. Burrows, James C. Woodruff, Geo. McCullough, Leonard Reynolds, W. F. Dalrymple, Walter Joy, Jno. A. Chew, Tilton, James T. A. Pinkney, B. L. Eaton, John Stillito, Augustus Miller, Isaac Brown, S. B. Rittenhouse, A. Ellicott, Jr., John Nicholas, J. B. Jones, Robt. F. F. W. Walsley, Wm. Rowland, Thos. F. Pearce, Thos. M. Coleman, J. Dimick, U. S. A., John W. Stump, R. L. Colt, A. T. Forwood, Willis Bristol, Washington Taylor, Enos Richardson, E. Green, Thos. M. McCorkle, Thos. W. Ward, Joseph Barling, E. Townsley, Lewis Fruitway, Robert Gale.

From this morning's American BALTIMORE BANKS—THE RESUMPTION.

We learn that at a meeting of the Presidents of the several Banks in the city of Baltimore, on Monday evening, the question of the resumption of specie payments came up when a resolution was adopted by a decided vote, that it was inexpedient for the Banks of this city to resume, unless there was a simultaneous act of resumption on the part of the Banks of Virginia. This vote, we take it for granted, settles the question that there will be no resumption south of Pennsylvania, at the present time.

From the statements published in the American of yesterday, showing the condition of each of the city Banks, it will be seen at once that the postponement of a resumption was not the result of any inadequacy of means on their part to meet, abundantly, all their liabilities. The aggregate amount of specie now in the vaults of the Banks is \$1,317,880; their circulation is \$1,521,677. It thus appears that without reckoning other assets there is an amount of specie now on hand nearly equal to the entire circulation.

The exhibit shows the prudent and cautious course which the Banks have pursued in the management of their business during the suspension.

The decision to which the Banks have come has been made in perfect accordance with the wishes of our business community, and with those proper views which the most intelligent and experienced men among us have taken of the present crisis. When the public mind will no longer be agitated by the question of resumption, it will then take place and the country will rejoice; at present the best that can be done is to adopt that course which reason, prudence and the circumstances of the times shall indicate. We are convinced that our Banks have done this; and since the question is at rest, the public mind will no longer be agitated and leave things to take their ordinary course.

A REPORTED BANK FAILURE.—The Pittsburg American of Friday says:—The report in town is, that the Gallipolis Bank is going to fail. We mark it to-day at no fixed price. One letter from Cincinnati states that it is selling at 60 per cent. discount—another at 20.

HEALTH OFFICE, TUESDAY, JANUARY 12, 1841. Report of interments in the City of Baltimore, for the week ending (Monday) morning, viz: Still born, 4; Droupy, 3; Scarier Fever, 8; Consumption, 8; Inflammation of the lungs, 1; Asthma, 1; Inflammation of the bowels, 1; Old Age, 3; Droupy, 1; Inflammation of the head, 1; Inflammation of the brain, 1; Inflammation of the bowels, 1; Sudden, 1; Croup, 2—Total 41.

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