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THURSDAY MORNING, MAY 20.

The Northern Mail failed yesterday from Mobile.

OCEAN MAILS.

The agitation in regard to an advanced compensation to expect the adoption of a liberal and comprehensive system for the regulation of the ocean mail service. Much has been said and written respecting the lavish expenditures made upon our European lines, and the neglect that has been treated as if it were a thing to be ashamed of. With a view of giving the public the opportunity of hearing the arguments in favor of the support of ocean mail steamers, and the material portion of the following article in the New York *Times*, we extract:

"We are by many other considerations to the decision of this question. We are eminently a commercial people second in the world. Much more than half more of our imports and exports are carried in the bottoms of foreigners. This is a fact in the history of enterprise in finding, opening and supplying new markets—we are the successful of the greatest commercial nation the world has ever seen. We must keep up our ratio of increase, or we must lose our present advantages. We must keep pace with all the new resources of wealth, and all the new channels which are opened for their development. We cannot fail behind in the race for the profits as well as the supremacy over our competitors. The world knows that *steam* is the great motive power, especially in determining the channels of commercial enterprise. The ocean mail service, which employs it most largely in its use. England, with her world-wide interests, has established between Europe and every quarter of the globe, lines of steamers, which have become the great highways of commerce. Since 1840 a line has existed between England and the United States. Since 1845 a line has existed between England and India and China. Another line has been established between England and Central America, and a line has been extended to connect with the principal ports of South America. And almost every month sees a new addition to this magnificent and regular commerce with every part of the world. Within the last 12 ocean steamers have been added to the service, for which the government pays annually the sum of $3,000,000 in gold. Within the last three years nearly two millions of dollars annually towards ocean steam, rapid and regular steamers, and she finds her profit in the immense additions to her trade with all the world. A market found for her manufactures, fields found for the employment of her people, and a source of political influence, which peacefully conquers more than commercial dominion—a power with which she has no rival, but her trade has a fearful rapidity; and the Spanish American States, Mexico and Brazil, are so far from the advantage of us that the question is not of the maintenance of far greater and should the government withdraw its mail steamers from the ocean, the inter-course with the continent through the steamers which touch at our ports, has been of great advantage to the country. Our trade with Germany and France has risen above the establishment of the Havre lines of which $40,042 were received in response to the government offer. These two lines which have been performed in connection with the Cunard line, have cost $1,000,000. During the last year these lines have been performed for a million of dollars, or $500,000 less than it would have cost at this rate of payment for the service that they will continue to perform.

"Several writers think that these lines should be given up, and that the government should withdraw its support from ocean mail steamers at this stage. In his opinion the desirableness of the measure is a matter of self-sustaining and has been proved by the recent letter of the Postmaster-General to the Committee on Commerce, in which he says: 'The Postmaster-General has not been deemed a sufficient inducement for private capital to enter the country to the extent of the passage receipts. Or it was still more so in those sections of the Southern and Western States where the passage receipts are the most. Why should there, if the government withdraws its support, there will be no ocean steamers to the ports of the United States? Why should there not be as many ocean steamers as there have been? Why should there not be as many ocean steamers as there have been? Why should there not be as many ocean steamers as there have been