Letter from Harrisburg.

HARRISBURG, Feb. 16, 1859.

Mr. Harding presented a remonstrance against the construction of a railroad in Market street, Philadelphia, from the Delaware river to the Schuylkill and Delaware rivers, by the Philadelphia and Reading Railroad Company, with the usual tracks, turnouts, switches, and the use of locomotives, cars, barges and other motive power, and the use of steam, water, or other motive power, as may be necessary. The remonstrance is made the ground of a bill introduced by Mr. Wood, which provides that the said railroad shall not be constructed within the said city of Philadelphia without the consent of two-thirds of the property owners on the line of the road, and requires a notice to the owners of property, to be served at least ten days before the commencement of the work, and provides for the payment of damages to the owners of property, to be assessed by a jury of twelve men, and a penalty of $100, recoverable from either of the above for the use of the Board of Wardens, to be appropriated by the Board of Wardens to relieve such persons as may be in the city of Philadelphia, and who shall be the victims of fire and robbery, or refusal to assist the Chief Engineer of Fire, or any person authorized by the Chief Engineer, to remove any property, or any person, from any building or place in danger of being destroyed by fire, or to protect such property from robbery, or any person who shall refuse to assist the Board of Wardens in the execution of the laws relating to the Board of Wardens, or who shall be guilty of any other offence, shall be liable to be fined, and the expenses of the parties, the Board and counsel being subject to a fine, and liable to be sold, and the days of sale shall be the first Monday in each month.

A further supplement to the act incorporating the Philadelphia and Reading Railroad Company, has been presented, which provides that said company are hereby empowered to extend their railroad from their depot, on Market street, at the corner of Third and Willow streets, and, with the consent of Chestnut street, and lay a single track from their depot down Front to Laurel, to Second street to Howard, south Howard to School, thence to Otter, thence to Front, thence to Laurel, thence up Laurel to New Market, on Budd, thence to Willow, and on Willow, on the corner of Spring and Willow, or on Willow, to connect with the Willow street railroad at the intersection of New Market, or Budd street, with the same, together with the privilege of purchasing such real estate as may be necessary for said purposes. The supplement supposes that the act of 1855, had now proposed to be repealed, provides for an extension of the road from their depot to Eric or Hancock street along any streets north of New Market, Johns, Front, Second, and Third streets, to connect with the Northern Liberties and Penn township railroad, subject to regulations of Select and Common Councils, provided the horses or other motive power used to operate the cars shall be allowed to enter or pass on said road, and the speed of cars not to exceed five miles per hour. The stock of said company to consist of $100,000 to be subscribed, and the route of Franklin street, from Spring Garden street to the north of Franklin street, to be the route, provided the said road shall be now in operation, or hereafter be put into operation.

Mr. Palmer, the Senator from Schuylkill, read in place, this morning, a bill of considerable legal importance, and very in relation to writs of error, appeals, and certiorari, in the Supreme Court, and abolishing the "Court for Trial of Impeachments." The bill provides that hereafter no party made upon the process in any writ of error, appeal, or certiorari, pending in the Supreme Court, shall have the force or effect of a final judgment or decision in the same, by reason of such equal division of the judges, but the same shall stand pending and undecided, and be considered by a majority of the bench. By the second section the Court of Nisi Prius is abolished, and the records, papers, and business are transferred to the District Court. Mr. Randall presented the memorial of a memorial of the President of the Philadelphia and Trenton Railroad Company, relative to the widening of Delaware avenue in Philadelphia which a bill was reported yesterday by the same Senator. It is as follows: That the said company are empowered to purchase the real estate, being 188 feet in width upon the river Delaware and situated between Walnut and Spruce streets, and between Water street and the river Delaware, for the purpose of obtaining sufficient landings upon the river, in addition to what the said company have been heretofore authorized to purchase for the same purpose.

The Governor has approved the act for the incorporation of the Philadelphia and Erie Railroad Company, passed by the Legislature, yesterday, by the Governor, it is said, is a strikingly ill-judged measure. His general experience and observation, as well as general good sense and safety, have evidently produced serious misgivings, reflection and uneasiness concerning the propriety of the formation of a banking system, highly reformatory, and guaranteeing the public and power. The proceedings transgressing, constitutional scrutiny on this question were characterized by a spirit of determination and obtrusion. Mr. Randall, who is the polemical Ruffey of the Hill, replied in his happy style of banter, and followed by Messrs. Schell, Francis, Miller, Hall, Coffey, Gazzam, Finney, Kaufman, Myers, and Marshall, who, though varying as to some features of the bill, uttered language indicative of willingness to aid in improving, if possible, the defective legislation of sections of the bill. Messrs. Committee of the Whole, after some HARSH amendments, the "ayes" of our able Erie shorthand representative, John C. Kunkel, in favor of the admission of Oregon, passed with the heartily approbation of a conservative constituency. He stands forth in bright relief amid the shades of Black Republicanism as a man of independence, who knows his duty, and did it, despite party clamor. Such nobility gloriously crowned his career.

Importations.

[Reported for the Philadelphia Exchange.]

PERNAMBUCO—Brig Ariadne—3000 bags sugar, 600 bags cotton, 1 case hides.

GUINEA—Brig Pennsylvania—302 tubs, 142 kegs, 40 boxes gum, 60 bags beans, 60 bags and 31 boxes wax, 1 case velvet, 1 barrel and 1 box ivory.

FALMOUTH—Bark Caddie—1000 bbl lime, 6000 oranges, 450 sacks bitumina, 1000 bags cotton, 100 bags Jamaica ginger, 10 bbl Madeira wine, 50 bags linen, 1 box and 1 bag merchandise.

CIENFUEGOS—Brig Pactolus—48 bags 24 tons 1 cwt sugar, 8 bags coffee, 1 box cigars, 6 bags 1 cwt 1 qr 14 lbs coffee.

ST. JAGO—Brig Ariadne—1 box 1 bag 1 cwt 1 qr 14 lbs coffee, 1 box cigars.

RIO DE JANEIRO—Brig Pactolus—1 box 1 bag 42 cases tobacco, 1 box segars, 21 cases do Dohan & Taitt, 40 tcs do Wattle & Stephenson, 10 tcs do do Dunlop, 10 tcs do Cuthbert & Kerr, 1 cask do, 10 cases do Wm Stewart & Co, 10 cases do Hunter & Jackson, 10 cases do Kennedy & Sons, 10 cases do Hyde & Co, 10 cases do Kennedy & Co, 1 box Rio 6 rolls leather, 1 box fur, 1 box 6 rolls leather, 12 pipes molasses, 1 box 1 bag 1 cask 1 tierce 1 bbl 1 box 1 bag 1 cask 1 tierce 1 bbl 1 box 1 bag 1 cask 1 tierce 1 bbl