

contained in the last will and testament of his grandfather, Thomas Harrison, of Whitehaven aforesaid, Esq. deceased, henceforth take and use the surname of Harrison only, instead of that of Falcon; and that he and they may also bear the arms of Harrison quarterly with those of Falcon; such arms being first duly exemplified according to the laws of arms, and recorded in the Herald's Office, otherwise Her Majesty's said licence and permission to be void and of none effect:

And also to command, that the said royal concession and declaration be recorded in the College of Arms.

*Railway Department, Board of Trade,
Whitehall, August 20, 1844.*

WHEREAS by a minute of the Lords of the Committee of Privy Council for Trade, relative to the constitution and mode of proceedings of the Railway Department, dated the 6th August 1844, and presented to Parliament by Her Majesty's command, my Lords direct, that whenever the Department has formed an intention of examining into any railway scheme or schemes, with a view to making a minute or report thereon for presentation to Parliament, notice shall be given of that intention in the Gazette, for the information of those whom it may concern; in which notice shall be stated, as nearly as may be, the points into which enquiry is to be made in connection with the proposed line of railway; in conformity with the said direction, the Board, constituted by that minute for the transaction of railway business, hereby give notice, that it is their intention to examine into the following schemes, with a view to the presentation to Parliament of minutes or reports thereon, in the event of their becoming the subjects of application to Parliament:

- I. The schemes proposed for connecting London and York by a new line or lines of railway communication to the eastward of the lines at present existing.
- II. The schemes proposed for establishing east and west lines of railway communication between Lincolnshire and the west riding of Yorkshire.
- III. The schemes proposed for completing the railway communication between Scotland and England.
- IV. The schemes proposed for extending railway communications to Newbury, and to the districts of Wiltshire, Somersetshire, and Dorsetshire, which lie intermediate between the London and South Western Railway, and the Great Western and Bristol and Exeter Railways.
- V. The schemes proposed for completing the line of southern coast communication between Chichester and Portsmouth.

VI. The schemes proposed for extending railway communications from London to Gravesend, Chatham, and North Kent.

VII. The schemes proposed for extending railway communications from Oxford to Rugby, and to Evesham, Worcester, and other districts intermediate between the Great Western and London and Birmingham Railways.

VIII. The schemes proposed for establishing new and more direct railway communication between Manchester and Leeds, Huddersfield, Halifax, Bradford, and other places in the districts adjoining to the Manchester and Leeds Railway, and intermediate between that line and the Manchester and Sheffield, and Leeds and Bradford Railways.

The principal points into which enquiry will be made, in connection with the above schemes, are as follows:

- 1st. The ability and *bona fide* intention of the promoters to prosecute their application to Parliament next session for Bills to authorize the several undertakings.
- 2d. The advantages to be obtained, in a national point of view, in completing or extending important lines of railway communication.
- 3d. The amount of local advantage afforded to the towns and districts more immediately affected.
- 4th. The engineering circumstances of the line, so far as may be necessary to form a general judgment of the character of the undertaking.
- 5th. The estimates of cost of construction, and of traffic and working expences, so far as may be necessary to judge of the probability of the line being completed and efficiently worked in the event of its being sanctioned by Parliament, and with a view to drawing a comparison between the merits of competing lines of railway.

The enquiry, in conformity with the recommendation of the fifth report of the Select Committee on Railways, will not embrace questions of private property or interest, which will be reserved altogether for the consideration of the Legislature.

(Signed)

DALHOUSIE.

C. W. PASLEY. G. R. PORTER.
D. O'BRIEN. S. LAING.

*Church Commissioners' Office,
August 17, 1844.*

THE following is a copy of an Order of Her Majesty in Council, assigning a consolidated district, under the 6th section of the 59th George 3, cap. 134, to the chapel at Rhyd-y-Croesau, in the parish of Llansilin, in the county of Denbigh, formed from contiguous parts of the said parish of Llansilin, and of the parishes of Oswestry, Llanyblodwel, and Selattyn, in the county of Salop: