

G.—RETURN showing Ages of Boys received during Year ending 30th June, 1877.

Number of Boys Received.	Aged 10.	Aged 11.	Aged 12.	Aged 13.	Over 10 and under 14.
30	12	7	9	1	1

H.—RETURN showing Religion of Boys received during Year ending 30th June, 1877.

Protestant.	Wesleyan.	Lutheran.	Presbyterian.	Church of England.	Roman Catholic.
3	4	1	4	8	10

I.—TABLE showing the Number of Boys Apprenticed during the Year ending 30th June, 1877.

Seaman.	Storekeeper.	Indoor Servant and Messenger.	Gardener.	Clerk.	Farmer.
9	1	1	1	1	1

K.—TABLE showing particulars of Conduct of Boys Apprenticed from the School.

Number Apprenticed.	Good Report.	Indifferent Report.	Bad Report.	No Report.
14	9	1	...	4

Enclosure 3.

Commander R. A. EDWIN to the Hon. the COMMISSIONER of CUSTOMS.

Wellington, 6th August, 1877.

IN making the third report of the experimental system of storm-warnings, I most respectfully wish to draw your attention to the accompanying return showing the average percentage values of the warnings received at each station during the past six months. These values are, I believe, the more worthy of attention as they represent the opinions of the officers who receive the warnings and not that of the officer who issues them. I regret not being able to give the results of the past year; but, as I consider it essential that those who receive the warnings should judge the result, it has taken some time to arrange a system by which this object could be secured with accuracy, and also admit of the returns being forwarded at frequent intervals in each month. This is most important, because the result of each warning should be decided as soon as possible.

A special feature of the return is the result of sea-forecast; and of the usefulness of this portion of the information afforded by the warnings there can be little doubt when the number of bar harbours is considered, some of which are especially exposed. Of the value of this part of the work as compared with that of other countries I cannot give any opinion, as I have not seen any similar information. The percentage of direction (warnings are limited to twelve points of compass) will be found to compare favourably with that of other countries. The value of the percentage of force would imply that warnings have been more frequently issued than is necessary; but it must be borne in mind that few places are exposed to all winds, and that, should there be a preponderance of gales from the sheltered direction, the returns will show a low rate of force of wind, also that some places are exceptionally sheltered, and, though gales may be experienced in their vicinity, the winds are seldom violent at these places: the barometer movement will nevertheless show the proximity of bad weather. Instances in which low barometer and light or moderate winds are experienced over a large extent of country are by no means rare, and cause the warnings to be entered as not being a gale. For these reasons I submit that force of wind alone does not enable a correct estimate of the value of storm-warnings to be formed; but such an estimate can be readily arrived at by investigating the percentage value of the forecast of barometer and sea-movement, which, in the accompanying table, show by their close approximation to the direction-value that, although there are instances in which gales are not felt over large areas in their full force, yet warnings are not issued without sufficient cause. The sea result is especially valuable in cases where gales do not blow on the land, as the increase of sea from the expected quarter shows that, whatever may be the cause of delay in its approach, the anticipated disturbance undoubtedly exists, and vessels have, on arrival, frequently reported encountering bad weather from the direction stated in the warnings, though, at the same time, very little of it has been experienced on the shore. In addition to the warnings noticed in the table, the probable approach of floods has on several occasions been successfully anticipated. There have been numerous casualties to shipping during the past year, and I think it will be found on investigation that in most instances the vessels were at sea when the warnings were issued, this more especially during the heavy losses sustained in May last. The return also shows the percentage of gales that have occurred without warning having been given of their approach. These instances have in a great measure occurred from the interruption caused to the weather report by Sundays and