The following new courses of instruction were initiated: (1) Principles of civil engineering; (2) technical chemistry; (3) electrical engineering, alternating current, lectures and laboratory practice; (4) elementary applied mechanics, laboratory practice; (5) elementary strength of materials, laboratory practice.

At the University examinations in 1906, 3 students passed the final examination for the degree of Bachelor of Engineering; 6 passed part of the second examination, 2 completed the first examination, and 3 part of the first examination. At the Associateship examinations of 1907, 1 student passed the final examination for the Associateship in Mechanical, and 1 student that for the Associateship in Civil Engineering. The passes in the subjects of the Associateship course taught in the School of Engineering were: Electricity and magnetism, 6; freehand mechanical drawing, 5; descriptive geometry (advanced), 3; steam-engine (elementary), 4; steam-engine (intermediate), 3; steam-engine (advanced), 1; applied mechanics, 5; mechanics of machinery, 7; hydraulics, 6; mechanical drawing (second year), 3; strength of materials (elementary), 6; strength of materials (intermediate), 2; strength of materials (advanced), 2; theory of workshop practice, 1; surveying (elementary), 3; building-construction, 2; principles of civil engineering, 2; electrical engineering (intermediate), 1. In electricity and magnetism 14 students qualified on the pass, and 1 student on the advanced electricity papers. Associateship students taking subjects outside their regular courses attended lectures, passed examinations, and obtained certificates in—surveying (elementary), 1; surveying (advanced), 1; electrical engineering (advanced), 1; electrical drawing (stage 3), 1.

One hundred and thirty certificates were awarded to students who attended evening lectures and passed examinations in the subjects named: Freehand mechanical drawing, 6 first-class and 17 second-class certificates; descriptive geometry and setting-out work, 16 first-class and 9 second-class certificates; mechanical drawing, section 1, 5 first-class and 10 second-class certificates; mechanical drawing, section 2, 4 first-class and 5 second-class certificates; mechanical drawing, section 3, 1 first-class and 3 second-class certificates; electrical drawing, 1 second-class certificate; steam-engine (elementary), 9 first-class and 6 second-class certificates; steam-engine (advanced), 1 second-class certificate; applied mechanics (elementary), 8 first-class and 5 second-class certificates; strength of materials (elementary), 5 first-class and 3 second-class certificates; theory of workshop practice, 1 first-class and 1 second-class certificate; electricity (elementary), 3 first-class and 5 second-class certificates; electrical engineering (elementary), D.C., 2 first-class and 1 second-class certificates; electrical engineering (elementary), A.C., 2 first-class certificates; surveying (elementary), 1 second-class certificate.

The most important event of the year, as far as the school was concerned, was the recognition of its University courses by the Institution of Civil Engineers. Completion of a course in mechanical, electrical, or civil engineering at the School of Engineering, and obtaining the University degree in the subject, now exempts the holder from sitting for the institution's examinations for associateship membership. At the date of this recognition McGill was the only other university outside of Great Britain on which this honour had been conferred.

An exhibit illustrating the work of the school was placed in the New Zealand International Exhibition. This exhibit was awarded five gold medals — one for apparatus designed (at the school) for teaching applied mechanics, one for apparatus for teaching electrical engineering, one for students' original drawings and designs, one for samples of tested materials, one for a collection of New Zealand building-stones prepared by the lecturer in geology and the professor in charge.

During the year tests were carried out for the Government and private firms and companies on steel plates, building-stones, bridge-plates and bolts, cement, bricks, drainpipes, coals, and timbers.

Some valuable donations were made to the school. The Government presented the engines, boiler, and machinery of a second-class torpedo-boat; Mr. Julius, B.Sc. Eng., an old student, as the representative of the Government of Western Australia at the Exhibition, several samples of hardwood, and reports of tests made by him of the timbers of Australia; Mr. Durie, representative of the Government of New South Wales, several framed photographs; and Mr. Palmer, of the Palmer Engineering Company, Wellington, another old student, a full-size model of a Nathan injector.

During the year the hydraulics laboratory was completed, and a water-supply brought in by connection with the artesian well at the Boys' High School.

The main measuring-tank was constructed, and a high-lift turbine pump with 40-horse-power motor erected.

These works form the first instalment of the full-sized equipment for the practical investigation of hydraulic problems, which will be completed by the addition of overhead tanks and weirs, high and low pressure pipe ranges, a 10-horse-power Pelton wheel, a 15-horse-power Thompson's turbine, a 15-horse-power low-fall turbine, an accumulator, a venturimeter, an experimental tank, and numerous measuring appliances. Two overhead travellers were designed. These have been constructed and put in place in the laboratory by a local firm. On the side reserved for internal-combustion motors a 12-horse-power National and a 10-horse-power Trusty engine have been erected. The former has been connected to a Dowson suction producer plant, and air and gas meters and other appliances have been installed, and so arranged that everything going into and coming out of either of these engines can be accurately measured. The whole of the plant of the school has been carefully upkept, and is in excellent order. The following new apparatus has been procured: A set of models, purchased from the exhibit of Mr. G. Cussons in the New Zealand International Exhibition, including wrought-iron tank, corner-riveted; gusset stay, riveted; detail of N girder, riveted; stay for crown of locomotive firebox; Corliss valve and valve-seating; sectional