

more or less capacity were there any large demand in those districts for power. Proposals have been made to utilise the waters of the Waimakariri and also of the Rakaia for electrical power for Christchurch. The country between Lakes Tekapo and Pukaki is being examined to ascertain if the large flow of water from Tekapo, and the great fall of 730 ft. between Lakes Tekapo and Pukaki, can be utilised at reasonable cost. Information is also being obtained regarding a possible scheme for cutting a tunnel or tunnels between Lakes Hawea and Wanaka to utilise the fall of 134 ft. which exists between those lakes. Considerably over 100,000 brake horse-power for eight hours every day could be obtained in this way by damming the lake-outlet. The possibility of obtaining power at a reasonable cost from the Kawarau River just below Frankton is being considered; also the possibility of utilising the fall of nearly 100 ft. between Lakes Te Anau and Manapouri in a distance of about four miles. About 300,000 to 400,000 brake horse-power, it is thought, may be available if the waters of Te Anau Lake were utilised. Between Lakes Hauroto and Pōteriteri a difference of level of about 515 ft. exists. If the outlet of Lake Hauroto were dammed, and a tunnel (probably less than two miles and a half long) cut through the narrowest part of the ridge between the lakes, a large supply of power could be obtained—probably, in view of the very heavy rainfall on the lake drainage area, about 150,000 brake horse-power in eight hours each day. Further information is being obtained about these larger schemes. Other lakes and streams will no doubt be found to present favourable conditions for power-generating stations. It is evident that there are immense possibilities as to the development of hydraulic power for industrial purposes.

After inquiry respecting a suitable expert, the Government determined to invite Mr. L. M. Hancock, of San Francisco, to visit the colony, and, after inspecting the more likely sources of power, to advise generally upon the matter. Mr. Hancock is the engineer of the Bay Counties scheme in California—one of the largest and most successful power schemes in the United States, and one in connection with which energy is transmitted over very great distances. Mr. Hancock has recently arrived in the colony, and is now engaged in examining sources from which it is thought considerable power can be obtained at a reasonable cost.

CONCLUSION:

In conclusion, I think honourable members must admit that the opening-up of our Crown lands and the extension of our railways and roads has materially assisted to bring about the prosperity which this colony has so long enjoyed. We must continue to open up land for settlement by means of money spent on roads and bridges, and we must still continue—slowly, it may be—to take our railways forward to those points where they will serve the purpose of tapping districts of high producing capacity. That has been our policy in the past, and will continue to be our policy in the future, and I trust that the careful consideration given to the allocation of the amounts proposed for appropriation for the several works will meet with the approval of honourable members.
