

feet above extreme high tide. Water is conveyed to the wheels from the forebay reservoir through steel pressure pipe lines about 9,300 feet long. The forebay, which is a small equalizing reservoir formed by two earth fill dams, is 1,152 feet above sea level, giving a static head of 1,145 feet at the power house. Water is carried from the diversion point to the forebay reservoir in a wooden flume about 5.3 miles long, built along the east side of the Jordan River valley. A small dam in Alligator Creek diverts the water from that creek into a small flume which joins the main flume about a mile below the main diversion point on Jordan River. Wye Creek joins the river above the diversion dam. Bear Creek flows into the Jordan River about 3.5 miles above the main diversion dam, and the Bear Creek storage dam lies near the headwaters of that creek and about a mile above its junction with the Jordan River.

Plate No. 1 shows a general plan of the Jordan River Development.

TRANSPORTATION.

One of the most serious problems connected with a development of this kind is that of designing and organizing an efficient transportation system. The distances are comparatively great, many of the grades are heavy, and the country through which the roads must be run is rough and heavily timbered.

Victoria is the nearest shipping point to Jordan River, and as there is no railroad connection between the two places it has been necessary to transport all freight by water. This method of transportation presents many difficulties on account of the unprotected nature of the coast, the rough water often encountered, and the lack of any harbor at Jordan River. At the time the work was started there was a Government-built road to within 9 miles of the power house site, and although this road has since been extended to Jordan River, it does not offer a practical means of transportation of large quantities of heavy freight, and has only been used to a limited degree for passenger travel and for emergency transportation. The transmission line material was distributed by means of this road.

All freight has been transported from Victoria on 60-ton scows towed by a powerful and seaworthy tug owned by the company. The water at Jordan River is too shallow to allow the tug to bring the scow to the wharf, so the tow lines are run ashore and the scow is pulled alongside the wharf by hand, and there unloaded by a steam derrick.