

leaves was so great that about the time we would have one positively identified it would be just too late to shoot.

Dr. Hanna kindly assisted me in the endeavor to procure specimens for identification and we finally succeeded in securing four. It was a pity that we did not obtain a greater number, for those taken all proved to be males, and we do not know whether there were any females in this flight, or whether the males were migrating alone, as happens with some species.

Three days later (April 20), we went some distance up the Tres Pinos Creek into the Panoche Pass, without going as far as the summit. This also was a cold windy day, and but few birds were seen or heard. I did not see any Calaveras Warblers to be sure of, myself, but Dr. Hanna secured another male here. We were very unfortunate in having such weather to contend with, as it hampered our observations extremely. While Dr. Hanna was primarily interested in his own line he also kept a keen eye open for birds, to which he is also very partial, thereby being of great assistance in my work, and for which I take this opportunity of thanking him.

Several other likely canyons in the county were visited, particularly along small streams with more or less wooded banks, but no more of this species were found among the numbers of the commoner warblers that were met with. Press of other matters compelled us to return to San Francisco without having had the time to go back to The Pinnacles for a more thorough study of the situation, but I will hope for an opportunity next spring to look farther into the matter, and to ascertain whether or not this species migrates regularly along that range of mountains.—JOSEPH MAILLIARD, *California Academy of Sciences, San Francisco, May 6, 1920.*

Bald Eagle at Wawona.—Upon a visit to Fresno, California, in 1916, I saw in the store of Mr. F. G. Normart, a local taxidermist, a mounted specimen of the Bald Eagle, presumably the southern subspecies, *Haliaeetus leucocephalus leucocephalus*. Inquiry developed that the bird had been killed at Wawona, Mariposa County, about July, 1914.—TRACY I. STORER, *Museum of Vertebrate Zoology, Berkeley, California, May 14, 1920.*

Another Rusty Song Sparrow from Southern California.—On December 1, 1919, while collecting Fox Sparrows along a little canyon to the north of here, I flushed a very dark colored Song Sparrow from the weeds. The bird was collected and sent to Mr. H. S. Swarth for his determination. He says: "The dark colored song sparrow seems to me to be *Melospiza melodia rufina*. At any rate I can duplicate it with birds from the known habitat of that subspecies." There appears to be only one other known occurrence for this form for southern California, and that from Riverside (Swarth, Condor, XII, 1910, p. 108).—WRIGHT M. PIERCE, *Claremont, California, February 23, 1920.*

The Harris Hawk a Breeder in California.—On March 30 of this year (1920) I noticed a pair of Harris Hawks (*Parabuteo unicinctus harrisi*) in the act of mating near Brawley in Imperial County. I was not able to find their nest, but the next day about eight miles away and three miles west of Calpatria I took a set of three eggs. These were very heavily incubated. As far as I am aware, this is the first record of the bird nesting in California, but judging from my own observation and that of others there is reason to believe that the bird will soon become a regular breeder in the Imperial Valley.

The nest was built in the crotch of a willow tree about thirty-five feet above the ground. It was on the outer fringe of a thick growth from the overflow of the Alamo River and easily visible from a near-by farm house. The climb was made for me by Ashton Rood, a young boy, and so I am unable to give an accurate description of the nest.—GRIFFING BANCROFT, *San Diego, California, May 27, 1920.*

Further Notes on Differential Sex Migration.—I received the following letter from Mr. John A. Gregg of Burlington, Iowa, in response to my article on "Differential Sex Migrations of Mallards in New Mexico", recently published in the Condor. Mr. Gregg is an experienced sportsman and a keen and reliable observer.

"I was particularly interested in your article for the reason that for a great many years I have noticed the same differential applies in this territory. I recall shooting

one evening in November, either in 1901 or 1903, on Mercer swale in Crystal Lake Grounds, when there was a great flight of Mallards on, commencing about 3:00 P. M. They came in, in very large droves, and it was the exception to see a drake among them. I was out early the next morning and for the first few hours there were very few ducks, but about 10:00 or 11:00 o'clock there came a flight of Mallards similar in size to the flight of the evening before, and this flight was practically all drakes. I have noticed this on a number of different occasions, but never in a more pronounced way than on the day named.

"In the old days when the regular fall migration of Prairie Chickens came this way, I used to put in a good many mornings and evenings on the Mississippi bluffs shooting near Burlington and although at that time I was only a boy, I discovered that it was the exception to kill a cock chicken; the great majority of the migration was of hens. But in the winter, going into the upland corn fields in this locality, I would find a preponderance of cocks, which led me to believe that the hens travelled south and congregated somewhere in that territory, leaving the cocks behind."—ALDO LEOPOLD, *Abu-querque, New Mexico, March 26, 1920.*

Bird Fatalities Resulting from a Shipwreck.—During the night of October 25, 1918, the Canadian-Pacific Steamer *Princess Sophia* was wrecked, with total loss of life, on Vanderbilt Reef, Lynn Canal, Alaska, some forty miles north of Juneau. Quantities of heavy fuel oil escaping covered the water for miles about, finally settling on the beaches. It is the writer's theory that the great loss of life, some 343 persons, was largely occasioned by the escaping oil.

When patrolling the shores of Admiralty Island and adjacent waters in a small steamer on October 28, looking for bodies from the wreck, a Murre was seen swimming towards the vessel, occasionally assisting its feet with its wings. On coming close it was seen that its breast was heavily saturated with oil, and wings and other parts to only a lesser degree. The bird came to within a few feet of the boat, which was then drifting, all the while frequently raising itself on the water, shaking itself, and flapping its wings in efforts to get rid of the oil, and occasionally preening its feathers with its beak. The bird seemed not only devoid of fear but actually to wish companionship or a stable place to rest. Threatening movements only caused it to dive a few feet away, barely under the surface of the water, which gave excellent opportunity to observe the use of the wings in assisting the feet in the diving. It was finally killed with an oar, and on examination its plumage was found to be heavily saturated with crude oil, particularly on the breast and wings. No injuries were in evidence and its plight was apparently due entirely to the oil.

Numerous other Murres were noted at no great distances, all more or less covered with the oil, which covered the surface of the water from a mere film to a heavy scum. The men who were patrolling the beaches for bodies of the wreck victims reported that there were many of "the same kind of birds" (Murres) dead and dying on the beaches, and frequently the searchers were startled by a bird still alive suddenly struggling and flopping about at their feet.

Also many gulls were observed to have stained breasts, but none was seen to be helpless. On October 30, when about 120 miles south of the scene of the disaster (near Cape Fanshaw) on a passenger steamer, the writer observed one gull with oil-stained breast join the ship for a distance, and on January 1, 1919, at Wrangell, nearly two hundred miles south of the wreck, the writer observed a Glaucous-winged Gull walking about the streets, with a spot of discoloration about four inches in diameter on breast and sides that bore every evidence of being crude oil stain and quite possibly from the wreck to the north in the preceding October.

The extent of the losses among the bird population due to this accident can not even be approximated, but it must have been considerable, as the wreck occurred a short distance north of waters much frequented by Murres, and prevailing winds and tides drove the oil southward for many miles. The 23 miles under observation on October 28 were from 22 to 45 miles from the scene of the wreck, with considerable shoreline intervening, so there is good reason to believe that the fatalities to the birds that came under observation of the writer's party were but a small percentage of the total.—ERNEST P. WALKER, *Phoenix, Arizona, March 7, 1920.*