

## FROM FIELD AND STUDY

**Olive-sided Flycatcher Feeding from Nest.**—On June 19, 1948, with Mr. Ben Pruitt of Thurston, Oregon, I was working through the cut-over Douglas fir forest on West Point Hill, north-east of Coburg, Lane County, Oregon. An Olive-sided Flycatcher (*Nuttallornis borealis*) was seen perched on a high snag, from which it made feeding sorties in the characteristic flycatcher manner. After one of the flights from this snag it flew directly to a nest and settled on it. At two- and three-minute intervals in the course of the next 30 minutes the bird made sorties from the nest to catch passing insects, generally returning directly to the nest, but on several occasions flying to the snag or another nearby perch. On one occasion the flycatcher was chased from the top of the snag by a Sapsucker (*Sphyrapicus varius*).

The nest was situated in a small group of short-foliaged branches at the end of an isolated branch extending about ten feet out from the trunk and about 30 feet above the ground. There were no branches above the nest for at least another 30 feet, so that the bird on the nest had unobstructed visibility for at least 30 feet in all directions. Although I was unable to examine the nest, the way the bird settled upon it each time it returned indicated that eggs were being incubated.—GORDON W. GULLION, *Richmond, California, April 24, 1949.*

**Warblers Lost at Sea.**—On a trip from San Pedro, California, to Catalina Island in a small sailing boat on May 12, 1949, five or six Pileolated Warblers (*Wilsonia pusilla*) and one male Townsend Warbler (*Dendroica townsendi*) sought rest on the boat, and two of the first species also were seen dead on the water. There was a high overcast sky and visibility was about 6 miles.

The distance from Catalina to the mainland is about 18 miles. The first warblers were seen on our way to the island, approximately 6 miles from the mainland, at about 7:30 a.m. They were nearly exhausted but were apparently afraid of the vibration in the rigging caused by the auxiliary motor. They would remain only for a minute or two and then would try to continue on but would soon return, more exhausted than before. One of them was finally unable to rise high enough to reach the deck and fell into the water. This bird was rescued with a net but died in about an hour. When the motor was stopped, the birds remained for sometime hunting for insects among the rigging; but when the motor was started again they flew away and did not return.

The following day, on the return trip, a female Pileolated Warbler came aboard at about 7:30 a.m. when 5 or 6 miles away from the island; the island was still visible at the time. This bird seemed almost completely exhausted and soon found a resting place on a coil of rope on deck; she immediately tucked her head under her feathers and slept for some minutes. She then woke with a start and flew a few hundred feet, but returned, barely able to rise high enough to alight on the deck. After repeating this same performance several times she finally was unable to make the deck, and fell into the water. She was rescued and was content to rest in the warmth of my hands where she soon fell asleep. She died before we could liberate her on shore.—LEONARD H. DAY, *College of Agriculture, Davis, California, June 1, 1949.*

**An Additional Available Passenger Pigeon Skeleton.**—Pitelka and Bryant (*Condor*, 44, 1942:74-75) have published a list of seven available skeletons of the Passenger Pigeon (*Ectopistes migratorius*). The purpose of this note is to add an eighth to the list. The skeleton at hand is catalogued as accession number 743, University of Notre Dame Museum. Like the specimen reported by Pitelka and Bryant (*Mus. Vert. Zool.* no. 84315), ours bears the label of Ward's Natural History Establishment, and the entire label is legible. A copy of this label was sent to Ward's in the hope that a serial number (5567) in the lower left hand corner might prove to be a key to further information regarding the specimen. However, Mr. F. H. Ward replied that all of their records had been destroyed by fire. Other data on the label are identical with those reported by Pitelka and Bryant.

Measurements of the present specimen are as follows: length of coracoid, 30.0 mm.; length of carpometacarpus, 31.0 mm.; length of tarsometatarsus, 27.5 mm.; breadth of proximal end of tarsometatarsus, 6.2 mm.; breadth of distal end of tarsometatarsus, 7.1 mm.; breadth of shaft of