

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

tarsometatarsus, 2.6 mm. These measurements compare favorably with those of the specimen reported by Pitelka and Bryant.

We are also fortunate in having three mounted skins of the Passenger Pigeon, entered as U.N.D. nos. 734, 735, and 7204, all of which are males. —EDWARD O. DODSON, *Department of Biology, University of Notre Dame, Notre Dame, Indiana, May 4, 1949.*

Gnatcatchers in Oregon.—On the morning of April 26, 1949, in the McKenzie River bottoms near Thurston, Lane County, Oregon, while out checking warbler migrations, I was attracted by some unfamiliar notes coming from a group of small birds in the tree tops. On closer inspection these proved to be Blue-gray Gnatcatchers (*Poliophtila caerulea*). These birds, four in number, were feeding on insects around the blossoms and freshly opened leaf-buds of a clump of low, spreading, big leaf maples (*Acer macrophylla*) in open woodlands of mixed deciduous and coniferous trees. They were in almost constant motion, for the most part keeping well up in the trees, although one individual came down to the lower branches to within about twelve feet of me. These gnatcatchers were under close observation for fully fifteen minutes until they finally disappeared toward the north. They were followed soon by two others which entered the trees from the south and left as had the previous four.

Mr. and Mrs. A. Ray Wiseman recently reported to the local natural history society that a gnatcatcher spent the period from May 26 to June 2, 1949, in the trees and shrubbery at their home in Eugene, Oregon.

So far as I know there are no previously published records of gnatcatchers for the state of Oregon.—BEN H. PRUITT, *Springfield, Oregon, June 13, 1949.*

Notes on Flights of the Nighthawk.—Some observers have thought that migrations of Nighthawks (*Chordeiles minor*) occur in July. To me July seems rather early in the year for true migration, especially after I have observed large numbers of these birds feeding in flocks. If these flocks had been observed at just the right time of day, they most certainly would give the impression of migrating birds.

In the period from June to September, 1947, I was working at Hovenweep National Monument, Colorado, which is situated about forty miles west of Mesa Verde National Park. This section of country is made up of rolling mesa lands, transected by numerous dry canyons and covered with sagebrush (*Artemisia*) and a few scattered juniper trees (*Juniperus utahensis*). When we arrived there in June, not more than two pairs of nighthawks were present in the area and these were the only ones observed until near the end of July. On July 23 in the late afternoon a thunder storm rolled in across the desert and the darkening of the sky seemed to bring out the nighthawks. Throughout the storm we watched several of these birds going about their business of feeding, very much undisturbed by the lightning, noise, and downpour. Soon after the storm had passed over, we became aware of about twenty nighthawks flying westward about forty or fifty feet in the air, feeding and calling as they went. About an hour later we again saw these birds coming back, only now they were flying in and out among the low stunted junipers, feeding within ten feet of the ground. The whole group was now moving away from the failing light of the setting sun.

These evening flights to and from the west continued every evening. The number of birds increased until more than seventy-five could be seen feeding in an irregular line extending to the north and south. Then one morning after a heavy rain storm we woke to the sounds of the nighthawks and looked out to see a large flock flying to the west. With this early morning westward movement as number one, we counted five other definite mass movements at nearly equal intervals throughout the day. The birds always flew high on their way to the west and low to the ground coming back. Then on subsequent afternoons, especially after a rain storm, nighthawks would make as many as three west-east flights before it was too dark to see them. These flights were still taking place when we left the Monument on September 15.—CHARLES G. HANSEN, *Oregon State College, Corvallis, Oregon, July 15, 1949.*

Great Blue Heron Killed by a Carp.—Evidence of an unusual death of a Great Blue Heron (*Ardea herodias*) was found on October 3, 1947, at the north end of Reservoir No. 3, about 2 miles northeast of Waverly, Larimer County, Colorado. The dried head of the heron, with the remains