

birds were unable to find orientation clues or a safe place to land. James (1956) indicates that birds flying through a severe storm arrived at lighted objects already in an exhausted condition and appeared to crash blindly into the structures. Cochran and Graber (1958) observed birds easily avoiding a tower and guy wires but circling continuously until they became fatigued and then either crashing into the tower or falling to earth. My observation of the wagtails indicated that the birds seemed intent in continuing their migration but that each time the flock became airborne it returned either because of actual attraction to the lights or more likely because it could not find a suitable flight path out of the illuminated area. Spofford's (1949) account of mass mortality at an airport ceilometer appears unique in that it occurred on a clear night. The reason for the occasional incidents involving ceilometers is obscure, and it is likely that the phenomenon is different from the kinds reported above.

The attraction or disorientation of birds by lights has been utilized by bird hunters in several areas of the world. Wingate (1964) described how some residents of Haiti capture Black-capped Petrels (*Pterodroma hasitata*) as they return to their mountain-side nests after dark. Alcasid (1968 and pers. comm.), who uses a similar method to net migrating birds, reports that the Igorot natives in the Philippines achieved considerable success for generations, first with fires and then with lanterns. Gee (1969) notes that the same technique is used by Jaintia villagers in India. In all three cases the people have learned that the lights have little or no effect except on foggy, moonless nights. Hunting animals by jacklighting, or blinding them with lights at night, is a much more widespread practice than the ones mentioned here. However, what actually happens to the migrating birds, and the roles of blinding, attraction, or disorientation remain to be determined, perhaps by experiment.

## NEW NORTHERN RECORD FOR XANTUS' MURRELET

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On 25 October 1971, a Xantus' Murrelet (*Endomychura hypoleuca*) flew onto the starboard wing of the bridge of the R/V *George B. Kelez* as she proceeded NNW in the North Pacific Ocean about midway between Vancouver Island and the Queen Charlotte Islands of British Columbia, Canada. The exact time the murrelet came aboard and the position of the boat is uncertain, but the circumstances of the bird's discovery indicate that it was about 04:45, at 51°15' N, 129°58' W. The surface water temperature was about 10.5°C, considerably colder than the 14–16.2°C reported for other northern records of the species (see below). The skin and skeleton of this

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Accepted for publication 14 February 1972.

bird, an adult female weighing 162.5 g, have been deposited in the Thomas Burke Memorial Washington State Museum, Seattle (No. 26809). It had a large amount of body fat and the stomach was empty. The previous northernmost record is from approximately 335 miles south, off the coast of southern Washington (Cowan and Martin, Murrelet, 35:50, 1954).

This record plus recent sightings of the species off southern Washington by Wahl, Paulson, and Stiles (American Birds, 25:98, 1971), in addition to sightings and records off Oregon (Scott, Butler, Pearcy, and Bertrand, Condor, 73:254, 1971), suggest that this species probably ranges into these areas regularly in late summer and fall. I concur with Scott et al. that the lack of other records is probably from a scarcity of competent observers in these areas.

Nicholas D. Budnick, National Marine Fisheries Service, Seattle, helped catch this murrelet and Dennis Paulson, University of Washington, Department of Zoology, verified the identification, prepared the skin, and provided specimen data.

Accepted for publication 8 February 1972.