

to the northeast from the nest tree until about north of the lane, then to the east; and usually returned by the same course. On two occasions, I saw a Starling alight on the windmill, which when not in use is often used as a resting place by the Purple Martins. No attempt of attack was made by either species. Towards the end of the period that the young were in the nest, one of the Starlings was seen going to the potato patch, where it gathered potato bugs. To go from the nesting site to the potato patch, the Starlings had to pass over some of the Tree Swallow colony, and once I saw a Tree Swallow force a Starling to the ground.

After July 7, I did not see any Starlings until September 28, when two were seen in the dead top of a maple near the nest tree. On October 12, I saw a Starling on its usual course, and it went to one of the "lookout" trees where it remained for four minutes (7:16 A. M. to 7:20 A. M.), then flew back over the old trail to the east, the nesting site not being visited. It appears that this was one of the birds that nested there. My last record is of one seen on October 14, 1928, the bird having been seen one-fourth of a mile east of the nesting place. I shall be on the lookout to see if the Starlings return there to nest again next season.—O. M. BRYENS, *McMillan, Mich.*

A City Robin Roost.—During the early part of October, 1928, Robins (*Planesticus migratorius*) were seen flying in a southeast direction late in the afternoon. After observing several of these flights, the writer decided to look for a Robin roost.

On October 16, at 6:15 A. M. we were in an old orchard. It was a dark morning, and having heard only a few Robins we were becoming skeptical of our course. Then suddenly a commotion arose ahead of us and in the dim light we saw the birds rising from a plum thicket. They left in a steady stream, without exception headed northwest. They flew into the wind at an angle of about forty-five degrees and when they had gained an altitude of perhaps 200 feet they would strike out for their destination.

Some of the birds seemed a little uncertain about leaving the roost and would circle it a few times before following their fellows. The Robins continued to leave the thicket in an unbroken line until 6:55 A. M., by which time all but about a dozen birds had left the vicinity.

The return flight of the Robins began at approximately 5:15 P. M. The birds started to arrive at the roost in small flocks of twenty to fifty. By 5:30 P. M., however, the main flight was on, but differed from the morning flight in that the birds returned in flocks of 150 to 200, thus showing that they had scattered during the day. The general direction of the flight was from the north and west. A very few Robins came from the southwest.

The birds came in, flying at a high altitude, and would quickly break company and dive down in zigzag fashion to the roost. Sometimes a flock would fly in and light more gracefully in a nearby tree and then fly over to the roost. At 5:45 P. M. the birds had practically stopped coming, and were for the most part settled in the thicket, where they kept up an incessant calling and chirping.

The birds roosted about five feet from the ground and when they had once perched seemed to have little fear and allowed close approach, while in the morning they were quite wild. The roosting place was a very dense growth of wild plum trees about 150 yards long and 25 yards wide. The roost was located several blocks from any populated district and the birds were probably not

molested by humans to any extent. The place showed that it had been occupied for several weeks, and they remained there until October 20.

It was rather hard to count the number of the Robins, but after several observations we concluded that there were between 4,000 and 5,000 birds spending the nights in this roost.—WILLIAM YOUNGWORTH, *Sioux City, Iowa*.

Bird Casualties on the Highways.—On June 10, 1928, we left Chicago by automobile for the Dakotas on an expedition for the Chicago Academy of Sciences. Our records of the birds and animals found dead in the road, which were probably all killed by automobiles, are as follows:

From Chicago to Iowa City, which is a distance of about 260 miles, we found eighteen birds and eleven mammals of the following species: Nine Red-headed Woodpeckers, two Screech Owls, one Northern Flicker, one Cowbird, one Meadowlark, one Rusty Blackbird, one English Sparrow, two domestic fowls, three thirteen-striped spermophiles, two squirrels, one cottontail rabbit, one mink and four domestic cats.

From Iowa City to Hawarden, Iowa, a distance of about 360 miles, we found dead thirty-five birds, three mammals, two reptiles and an amphibian, which were of the following species: Thirteen Red-headed Woodpeckers, three Mourning Doves, two Kingbirds, two Bronzed Grackles, one Northern Flicker, one Meadowlark, one Cowbird, one Catbird, one Bluebird, one Bob-white, one English Sparrow, one female Ring-necked Pheasant, seven domestic fowls, two thirteen-striped spermophiles, one Franklin's spermophile, two garter snakes and one toad.

From Hawarden, Iowa, to Webster, South Dakota, a distance of about 280 miles, we found very few bird casualties, and only one mammal, a plains muskrat. The few bird and mammal deaths in this instance were probably due to the scarcity of automobiles on the highways we traveled.

From Webster, South Dakota, to Chase Lake, North Dakota, a distance of about 280 miles, very few dead birds were found. Several dead Richardson's spermophiles were seen, which was not unusual, as they are very abundant in the grass along the roadsides in North Dakota.

On the entire trip, which covered about 1180 miles of highway, we saw about sixty birds, twenty mammals, a toad, and two snakes whose deaths were probably caused by automobiles.—E. V. KOMAREK, *Oak Park*, and E. G. WRIGHT, *Chicago, Ill.*

Bird Casualties.—The accidental death of birds due to flying into wires, poles, and other obstructions, is of common occurrence, especially during the migration season. Weather conditions are often bad, with visibility poor, and it is not strange that a few of the passing thousands should be killed. Hardly a week passes but someone brings a specimen into the Chicago Academy of Sciences, which was picked up dead in this vicinity, and on April 21, 1928, an adult female Woodcock (*Philohela minor*) was found by one of our staff. In spite of it being not unusual for birds to fly into obstructions, it seems strange that a Woodcock, which is an adept at flying in thick cover, and which migrates at night to a great extent, should fly into a large building on a clear night. Another, which had flown into a wire, was found near Lincoln Park on May 1st. Both were breeding females, and had deposited their complement of eggs.

While on the subject of accidents, I saw a Black-footed Albatross (*Diomedea nigripes*) fly into the flag-staff of a tower on Laysan Island, H. T., in March,