

By continued effort on the part of many banders who have the opportunity to trap and band American Goldfinches, the scientific truth about aging techniques will finally emerge.

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CRANES OF THE WORLD

By Lawrence Walkinshaw

Winchester Press, 460 Park Ave., New York, N. Y. 10022
1973. Pp. 370. \$25.00.

This volume is the work of the world's leading authority on the 15 species of living cranes. It is a detailed non-technical account of crane biology, ecology, life history, systematics, distribution and conservation. To prepare the book, the author journeyed to five continents and studied in the field 14 of the 15 species of cranes. In addition, he extracted a large quantity of data from the worldwide literature. Serious students will find the detailed bibliography of great value.

Numerous black and white photographs, plus a few in color, illustrate the book. Unfortunately the photos vary greatly in quality and some should have been omitted.

Anyone interested in cranes will find this volume a major source of information and doubtless will first turn to it as a reference before digging into the periodical literature. Cranes of the World is a valuable addition to an ornithological library. EBBA members living in areas where cranes breed or winter will find the book especially helpful.

--Reviewed by Donald S. Heintzeman.

ATLANTIC FLYWAY REVIEW - Region V

Edited by Chandler S. Robbins

All seven of the Maryland-Virginia stations are located along what the Europeans call "leading lines"--topographic features that tend to a greater or lesser degree to concentrate the migrants. Three of the stations (McKee-Beshers, Baltimore, and Towson) are along or close to what is known as the Fall Line, the rather sharp demarcation between the Coastal Plain and Piedmont physiographic provinces. The degree to which these stations benefit from their locations has never been satisfactorily measured as far as nocturnal migrants are concerned. Daytime migrants, however, such as hawks and jays, definitely follow the Fall Line as they do coastlines and mountain ridges; so some of the nocturnal transients can reasonably be expected to do the same, at least on clear nights. A larger network of small backyard stations, some along and some distant from "leading lines," could provide some interesting comparisons. The Piscataway station, which has the lowest catch per netting effort, is located on the east shore of the Potomac River estuary, a rather ineffective "leading line" in that it extends only a short distance in the direction the birds are heading. The other three stations are along the eastern shoreline of Chesapeake Bay.

Most of the individual station summaries include a monthly breakdown of bandings per 100 net-hours. Note that the catch at each station is rather low in August and September, then picks up sharply in October. At every reporting station the capture rate in October is more than double that of September. Thus stations that are most active in October (and especially late October) tend to achieve a high seasonal catch rate, other considerations being equal.

To provide for easy comparison, seasonal data on capture and effort at each station in the Region are summarized in Table 1. In general, stations ran from 30 to 60 days, providing a good cross section of the migration period. Nearly half of the 16,508 birds banded in Region V were captured at the Kiptopeke station, although both Piscataway and Damsite had more net-hours of operation. The capture rate for all stations combined (excluding Towson, which was not operated in 1971) was $7\frac{1}{2}\%$ less than in 1971, which is too small a difference to suggest any