

west?) of Cuyaba, Matto Grosso, Brazil").—JAMES BOND, *Academy of Natural Sciences, Philadelphia, Penna.*

Notes on Birds of Islands in Great Salt Lake.—During the summer of 1949, I had the opportunity of briefly revisiting two islands in the Great Salt Lake, Utah. Although the time was devoted almost entirely to collecting mammals, some brief notes were made of birds observed. Several additions to the lists from 1938 (Marshall, W. H. and Leatham, L. J., "Birds of the Great Salt Lake Islands" *Auk*, 59 (1): 35-45, 1942) were noted.

For the period June 22-24 birds seen on the "Benchlands" of Stansbury Island were the same as those reported for 1938 except for one Nuttall's Poor-will, *Phalaenoptilus n. nuttallii*, at the north end of the island, and several Ash-throated Flycatchers, *Myiarchus cinerascens*, and two Barn Swallows, *Hirundo r. erythrogaster*, at the cabin built near the sheep corral at the south end of the island. The corral and cabin had been added to the environment since 1938 and may explain the addition of these two species. We did not visit the "original island" areas.

On June 29 while approaching Dolphin Island on foot across the salt flats, two Snowy Plovers, *Charadrius alexandrinus*, were observed along the edge of the lake waters. Later that evening a lone California Gull, *Larus californicus*, was seen soaring in the wind currents at the low cliffs on the north end of the island.—WILLIAM H. MARSHALL, *University of Minnesota, St. Paul 1, Minnesota.*

Ocean Vessels and the Distribution of Birds.—On November 14, 1950, the S. S. Steel Surveyor of the Isthmian Steamship Company left Colombo, Ceylon, for the United States. I was a passenger, returning from Calcutta, India. The vessel was a C3 type, Dry Cargo, with a loaded tonnage of 18,000 tons. Her length was 492 feet overall and beam was 69.2 feet. She made an average of 17 knots an hour.

We cleared the port of Colombo at five a. m. and about one hour later a wind squall arose from the mainland of Ceylon and engulfed the ship. The disturbance was of a short duration and when the skies cleared, Captain Burton Green pointed out to me four crows on the ship. They were the Common House Crow, *Corvus splendens*, and were perched on the foremast of the ship. This species is a common form of India and Ceylon. This crow is found always in the company of man. These four birds apparently had been blown from the mainland and had taken refuge upon our cargo ship. As we were well out to sea the birds remained aboard, making themselves at home, and devouring the food and water offered them. For six days the crows remained aboard; on November 18, the ship came within eight miles of Cape Guardafui, Somaliland, Africa, and the Socotra Islands. The sea was smooth and land clearly visible. The crows left the ship and flew towards the Cape. Through binoculars it appeared that they made a safe landing upon the rugged cliffs. The crows had been transported about 3,000 miles over the Indian Ocean.

On the afternoon of November 19, while the ship was in the Gulf of Aden, a Hoopoe, *Upupa epops*, in pursuit of a dragon fly terminated its flight on the radar mast of the ship. For five days this bird alternately circled the ship and rested upon its deck. I did not observe the bird feeding during its sojourn aboard. At Suez where we dropped anchor prior to entering the Suez Canal, the Hoopoe flew to the African shore. Its flight appeared to be strong despite its lack of finding food aboard. I had observed Hoopoes upon the Indian lawns, in groups of three to five, as they probed the soil in search of insects. On the ship the bird appeared out of its usual habitat, although it seemed to enjoy circling the ship and flying alongside as the ship moved at 19 knots an hour.