escapes. On one occasion he attempted for 45 minutes to capture a female House Sparrow and was finally successful. He followed the sparrow from shrub to shrub, each time forcing the bird to flee by plunging into the close-growing branches.

On one other occasion when this hawk bore down on a sparrow in the hemlock the sparrow left the opposite side undetected. After much walking around on the ground and searching the tree, the hawk walked in under it and came out with a dried black walnut in the husk. He perched on one leg on a nearby post for about five minutes before flying to other cover with the nut still held in his claws.

On another occasion, the hawk spied and chased a Belted Kingfisher (*Megaceryle alcyon*) that was flying about 4 feet above the water. Upon seeing the hawk, the kingfisher dropped to a six-inch altitude. Although the hawk was closing the gap in pursuit, it would not fly close enough to the water to capture the prey. The kingfisher escaped when the hawk gave up the chase.

Bent (1937. *U.S. Nat. Mus. Bull.* No. 167:112–125) relates many interesting predator-prey accounts, but my observations were somewhat different, especially that concerning the walnut.—H. GRANVILLE SMITH, *Soil Conservation Service, 311 Old Federal Building, Columbus 15, Ohio, 28 January 1962.*

**Unusual feeding tactic by a migrant Myrtle Warbler.**—In the course of seven years of work on Delaware Bay, I have observed many migrant land birds, over the open waters of the bay—nearly all in the autumn, of birds moving into the wind, which usually came from the north or northwest. The majority of these birds maintained a steady flight past our boat, although many landed aboard for variable lengths of time. Many of these birds actively searched for food on deck and rested.

On 17 October 1961, at a location about six miles WSW of Cape May Point, New Jersey, an outbound Navy destroyer passed our northbound boat. The weather was clear and the winds were out of the northwest at about 5 mph, having gradually diminished from velocities of 10–15 mph. As we crossed the destroyer's wake, I saw a small bird flying low with the wake and the wind, and within a few minutes I saw what presumably was the same bird, a Myrtle Warbler (*Dendroica coronata*), following in our wake.

The bird remained within three feet of the water and gradually moved closer to the boat. I suspected that the bird was fatigued and was attempting to come aboard to rest since its flight appeared weak and it would occasionally drop to the surface of the water with legs dangling as though attempting to land on the foam. Eventually I noted that the bird was by no means a weak flyer as it would dart off in any direction in pursuit of insects. After each foray it would return to the wake and flutter along, making occasional hovering pauses, actually picking insects from the surface of the water in our wake. On several occasions the bird caught up to the boat, flew alongside and ahead of the boat without attempting to land, then circled back to again feed in the wake. It was obvious that this bird was keeping well fed on its journey over water. After 20 minutes, or about three miles, of this performance the bird flew westward at an altitude of about 20 feet, still frequently darting after airborne insects. The wind and sea were nearly calm when the bird left.

I had not observed this very active feeding behavior for a warbler on the wing over water before, despite the fact that flies and other insects are often abundant over Delaware Bay at this season, and that Myrtle Warblers frequently rest aboard the boat. On 18 October 1961, under similar conditions (winds light SW) a very weak Myrtle Warbler hit the side of our boat in a landing attempt and drowned in the wash from a passing yacht before we could retrieve it.—DONALD E. KUNKLE, *Rutgers University, Oyster Research Laboratory, Bivalve, New Jersey, 2 February 1962.*