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ARTHUR L. GOODRICH: A KANSAS ORNITHOLOGICAL SOCIETY FOUNDER

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Arthur L. Goodrich was one of seven co-founders of the Kansas Ornithological Society, attending the first organizational meeting held in Topeka, 3 April 1949. After the elected KOS Bulletin editor, Dr. Charles Sibley, departed the state for California, Goodrich filled in and edited Vol. 1, No. 1, dated April 1950 (Boyd 1974). Arthur Leonard Goodrich, Jr., was born 31 May 1905 in Marshall, Colorado. He attended public schools in California and Idaho, graduating from the Twin Falls High School after having studied a curriculum in agriculture. In 1928, he earned his B. S. degree from the College of Idaho, in Caldwell. He obtained his M.S. in 1929 from the University of Idaho, in Moscow. He became Instructor in Zoology at Kansas State College, in Manhattan in 1929. He completed his Doctor of Philosophy degree during two summer sessions and a sabbatical leave in 1937 - 1938 at Cornell University, Ithaca, New York (Goodrich 1938). He was most fortunate at that time to be able to study birds under Dr. Arthur A. Allen (Goodrich 1945). His field of study was in the area of invertebrate embryology and his research thesis was written in that area.



Photo 1 — Arthur L. Goodrich

Professor Goodrich was a very formal person who never allowed the students at Kansas State to call him by his first name. First impressions of a stern and formal man were soon replaced with ones of a caring and concern for his students. A visit to his quaint little office under the spiral staircase leading to the second floor mezzanine of the museum in Fairchild Hall was always memorable. Shane recalls his stern and valuable advice to spend more time with the books and a little less time bird watching.

Dr. Goodrich instructed the "Bird Study" class for three and a half decades before Dr. John L. Zimmerman arrived at Kansas State University in 1963. Lewis recalls the Saturday field trips which always began at the Goodrich home before daylight. Mrs. Goodrich always served pancakes to the class before they headed out to the field to observe birds. His ability to imitate and call in a Tufted Titmouse always impressed the class. In the early years he used the 1929 edition of Frank M. Chapman's book and later Pettingill's 1946 and 1956 editions of the ornithology lab manual. All three books were given to Shane at the time of Goodrich's retirement. Goodrich had made a few notes in red ink in the margins of the Chapman book which are quite interesting today. (1). *Phoebe nest under arch at East entrance to Fairchild Hall, K. S. A. C. Only one adult seen, the female. 7/22/30 two infertile eggs dropped over, one nestling receiving care. 7/25/30, nest broken and deserted. Late April - male ♂ female came to occupy above nest, female (?) on nest for some days after reconstruction, deserted by 5/6/31.* (2). *July 10, [1930] 7:00 P. M., one Boat-tailed [Grackle] with a dozen Bronzed flying over Manhattan city park.*

Lewis assisted Dr. Goodrich in his Zoology labs during the mid-forties as an undergraduate and Shane did likewise in the late sixties as a graduate student. The sixties produced a great diversity in faculty at the university. On cold snowy days, Professor Goodrich would wear his spats to campus while some of the youngest faculty would be wearing bell bottoms and beads. His emphasis on accurate drawings of specimens and proper shading of them by stippling made it sound like three dozen woodpeckers working the zoology lab all at one time.

Contributions to the Kansas bird literature included papers on the bird records of F. F. Crevecoeur (Goodrich 1932), starling attacks upon warble infested cattle (Goodrich 1940), a flamingo record for Kansas (Goodrich 1947a), an update of birds added to the Kansas list (Goodrich 1947b) and the compilation of the first KOS mid-winter bird count (Goodrich 1950). His book *Birds in Kansas* (Goodrich 1945) no doubt reached thousands of homes throughout the state, helping citizens become more aware of their local wildlife. It received a very satisfactory review in the *Auk*, with the major criticism being that the species were divided into two groups (Zimmer 1946). It still has appeal five decades later (Friesen 1994).

Along with his discontinued participation in the Manhattan mid-winter bird count (Shane 1998) he also dropped his KOS membership by 1953 as did several other college faculty members from the state. Dr. Goodrich retired from Kansas State University in 1970 as Professor Emeritus. He and his wife Christine moved to Plattsmouth, Nebraska in 1989 to be near one of their three children. Professor Goodrich passed away 29 October 1990 at the age of 85.

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Unusually High Rate of Barn Owl Roadkills in Kansas — During an early spring trip to Meade, Meade Co. on 23 March 1998, I encountered what appeared to be a high number of dead Barn Owls (*Tyto alba*) along U. S. Highway 54. During the 61-mile route from Meade, west to Greensburg, Kiowa Co., I came across at least nine dead Barn Owls, an average of one individual every 6.78 miles. This route began in northeastern Meade County, continued through the northwestern corner of Clark County, the southeast corner of Ford County, and ended partway into Kiowa County. Conditions of the afternoon were those of previous days: relatively warm daytime temperatures (ca. 60°F) under cloudy skies.

In order to determine whether or not this number of individuals is as alarming as it first appeared, I looked to published accounts on Barn Owl mortality rates, especially in relation to automobile collisions. Glues work (Glue, D. E. 1973. Seasonal mortality in four small birds of prey. Ornis Scand. 4:97-102) with seasonal mortality in birds of prey found that the main period of mortality in British Barn Owls was in September and he found that collisions with automobiles were an important source of mortality in this species. The work of Marti and Wagner (Marti, C. D. and P. W. Wagner. 1985. Winter mortality in common Barn Owls and its effect on population density and reproduction.. Condor 87:111-115) showed that of 98 Barn Owls found during the winter in Utah, only 21 were found to have

Owls *Tyto alba*, with a discussion of aldrin-dieldrin poisoning. Ibis 133:162-169) reported that of 629 Barn Owls in Britain found dead between 1963-1989, the majority of these individuals (41.5%) were found to have died due to a collision with automobiles. They also found that the number of individuals found during the year was bimodal with the first peak in October-November and the second peak in March, the same month in which my observation was made.

Recent work by Massemin et al. (Massemin, S., Y. Le Maho, and Y. Handrich. 1998. Seasonal pattern in age, sex and body condition of Barn Owls *Tyto alba* killed on motorways. Ibis 140:70-75) found that in road-killed Barn Owls in France the highest number of birds found dead were discovered within the dispersal period between early fall and late winter. Additionally, they found that the highest number of road-killed owls correlated with day length and peak of traffic. They concluded that the mortality along roadways was highest during the immature dispersal period and when the peak traffic along highways coincided with the onset of evening hunting activities.

It is unknown as to what the effect of roadway mortality in southwestern Kansas may have on local populations. Marti and Wagner (ibid.) found a 40% decline in breeding attempts in the season after a major die-off due to auto and weather-related mortality in northern Utah. The population they studied recovered only after individuals immigrated from other populations. Along U. S. Highway 54, roadside ditches may act as ecological traps that lure owls because of good prey habitat and plentiful perches in the form of utility poles and powerlines. Owls may perceive these locations as good hunting areas even though many owls may ultimately perish in highway collisions in these good hunting areas.

It is interesting to note that several raptor species, including the Red-tailed Hawk (*Buteo jamaicensis*) and Northern Harrier (*Circus cyaneus*) were encountered often along the same stretch of highway yet no road-killed individuals were found. This indirect evidence reinforces the idea that Barn Owl collisions most likely take place after dark and the time of day used for hunting likely has an effect on collision rates. The high number of individuals found seems rather alarming if it is any indication as to the rate that this species collides with automobiles. Although one individual per 6.78 miles of highway seems like a high rate, this number may even be higher because some individuals that are not killed outright might be able to retreat to protective cover before dying of their injuries or being taken by a predator. Further analysis of dead Barn Owl through necropsy examinations may answer questions surrounding the age, sex, and condition of road-killed individuals.

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