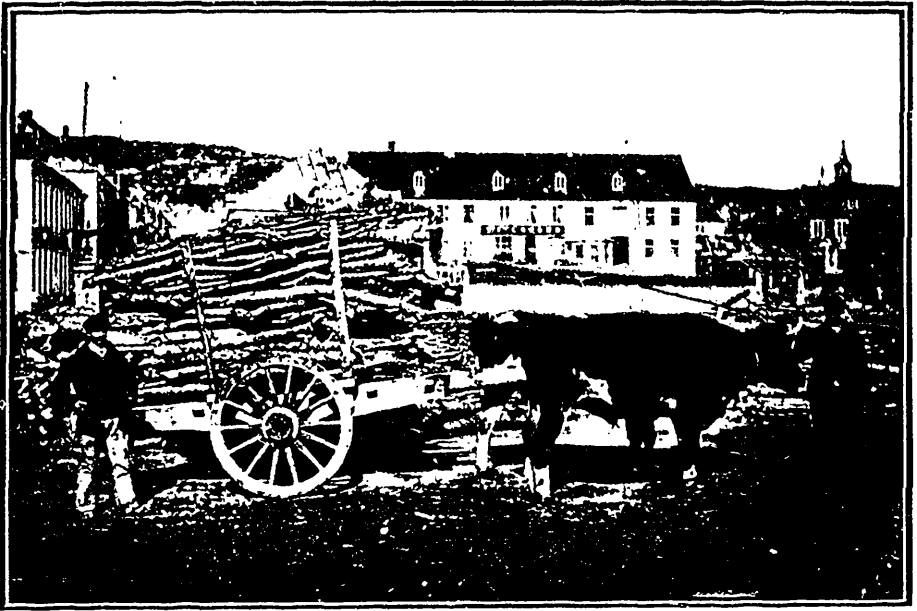




PICTURESQUE ST. PIERRE—TRANSPORT À BOEUF.

vegetation—for St. Pierre is almost literally built upon a rock. Big dogs attached to tiny carts take the place of horses. There are no sidewalks, and although there is an excellent pension and numerous cafes, there is no hotel.

In the streets you see the fishermen—a constant delight to an artist—with their blue jerseys, Basque caps, and big boots. In March and April, when the sailing vessels and steamships come out from Fecamp, Canale, and St. Malo, with ten or fifteen thousand fishermen, the scene changes to one of bustling activity. For a few weeks all these fishermen are ashore preparing their tackle or loading their fishing-vessels with bait and ice. Then the gaily attired gendarmes are liable to have their hands full, and the merchant is busy in his office until far into the night.

For the fourth time in its history St. Pierre, the capital of the St.

Pierre-Miquelon group of islands off the south coast of Newfoundland, was almost destroyed by fire in 1902.

Late on the night of November 1st the fire started, and before it could be checked the government buildings, including the Governor's house, the building occupied by the Ministry of Marine, the big Roman Catholic cathedral, the schools, the court-house, two or three of the larger cafes, many stores and private dwellings, were completely destroyed. Fortunately, no lives were lost this time. In the three other great fires, in 1865, in 1867, and in 1879, there were many fatalities.

It was in the early morning of an August day that the present writer and his son arrived at the island St. Pierre in the steamer that sailed from Valentia to Port aux Basques. (The steamer, by the way, afterward foundered in the Pacific.) Through the haze we dis-