

# THE WORLD HAS NO PICTURE OF WARRIOR MAID

## History Curiously Fails to Leave Authentic Portrait of Joan of Arc—Popular Heroine a Shadowy Figure, and None Know if She Was Blonde or Brunette.

Go where you will in France—to the forests, to the hills, to the mountains, plain—you will always find a statue or portrait of Joan of Arc. A statue of the warrior maid stands in the city square or the village church. Be the dwelling ever so humble, always there is a picture of the maid on the cover of a school's notebook, on an almanac, as the frontispiece of a history, in the prayer book of grandmother or first communicant in the cure's breviary.

Joan is enshrined in the museums, in the Louvre, in the Luxembourg. She is, inconceivably, the most popular figure in French and, perhaps, in all histories. She surpasses in renown both Henry IV and Napoleon. The smallest children know her.

Such being the case, ask any Frenchman how he visualizes the world's most famous heroine, Heavy or slender? Tall or short? Blonde or brunette? He will be unable to answer you.

### Joan Mentioned One Painting

In there a single authentic representation of the liberator of Orleans in existence? An assailed multitude followed in her footsteps. Painters and administrators transmitted her features to canvas and vellum; and when Joan was a prisoner at Rouen the devout French people hung these pictures in their churches with their virgins and martyrs, and even then decked these ex-votos with flowers and candles and recited prayers before them for the deliverance of the girl who had saved France.

At the time of the trial Bishop Cauchon depicted these pictures in Joan's hearing. "Have you ever seen or had made a painting of yourself as you really look?" he asked her.

And the Maid replied frankly: "I saw one painting by a Scot at Avron which resembled me. It depicted me in armor presenting on one knee a letter to my king. I have never seen or had painted any other portrait that resembled me."

### Who was this Scotsman?

Perhaps the artist Johan Power, who designed the banner of the Maid. In the ledger of the city of Ratisbon we find this entry, dated 1429: "Item, we have expended 24 deniers in order to look at the portrait of the young girl who fought in France." So the fame of the Maid had crossed the Rhine! The humble shepherdess of Domremy was an object of curiosity and admiration in the castles and courts of Germany.

### Sketched With Long Hair

What became of these portraits? Was one of them that little painting on wood exposed for a brief period in the Versailles museum? This depicted the Virgin Mary seated, with Saint Michel standing at her right and Joan of Arc at her left. It was clumsily executed. At the time of the siege of Orleans the clerk of the parliament of Paris made a small sketch of the Maid on the margin of his register. In this crude caricature Joan is shown with long hair, a detail which sufficiently indicates the ignorance or stupidity of the clerk. Joan wore her hair bobbed, like her pages, or like the women of today.

### At the Chiny museum there is a small equestrian statue in bronze, bearing this inscription between the charger's legs: "La guerrière d'Orleans." Joan of Arc was never so designated in the fifteenth century. The inscription, moreover, was laboriously cut in the bronze with a graver. Why not on the matrix before the casting? The figure is a semi-topography. Like so many antiquarian tuberosities, this supposed Joan of Arc is a Saint George or a Saint Maurice of the period of Charles VIII. Antiole Frenon explained that the statue was frequently depicted bearing the arms and armor of Joan.



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### Her Companions Disagreed

In the absence, therefore, of biographical testimony, can we summon ocular evidence? How about the companions of the shipwrecked at Domremy, the friends of her childhood—Hauvette, Marguerite—the little girls with whom she plaited garlands and danced in May sunshine as long ago? The testimony of some of them was heard at the time of the rehabilitation trial. But it would seem that they had forgotten, and, while they agreed as to the precocious piety and miraculous seriousness of their companion, they differed as to her features. Some described them as strong and determined; others as nervous, rustic and commonplace. The metaphysics of Theobald and the stake at Rouen seemed to have erased from their minds the image of a simple little country maid.

The same discrepancies appear in the testimony of the men at arms who rode with her and shared with her the dangers of battle, the bivouacs and the bread and wine of victory. Some saw her as strong and tall—a bit of the straggler and tall—a bit of the slight young girl, daintily formed. Such contradictions can be explained in some extent by Joan's armor. On foot and in feminine garb she was probably a full-figured, almost buxom, young woman; but she must have seemed fairy-like and sublimated in her white armor, mounted on her charger.

"She was between 17 and 18 years old, strong and symmetrically formed," we are told in the "Chronique de la France." "She was tall and well made," says the "Miroir des Reines Victorieuses." Yet Philippe de Bergame gives her a medium stature. As for her hair, there is no report, except that it was cut "soldier fashion," that is, short off.

### Was Joan Blonde or Brunette?

Was Joan of Arc blonde or brunette? On this point the heralds of her legend have been divided. Some say she had blonde hair, others say she had brown hair. The latter opinion is supported by the fact that Joan was the daughter of a blacksmith. It is also noted that Joan was a devotee of the Virgin Mary, and that she was often seen in the company of the poor people of her native town.

### Neither Brunette nor Blonde

The editor of the "Chronique Espagnole de la Duchesse d'Orleans" is of the opinion that Joan was neither blonde nor brunette, but of a color intermediate between the two. He says that Joan was a girl of large features—larger than ordinary—and her members were strong and robust; the hair more virile than feminine. Her eyes were yellow and fine, their expression lively; the nose and mouth were well placed. In sum, she appeared finely proportioned, and her hair, long and of a russet hue, was worn in various knots. In battle she wore it outside her armor, though there was danger in this, for, wearing it thus, her men recognized her. It showed like the hair of a hat beneath her helmet.

### Blonde Type Was Prevalent

Can we take seriously this grotesque mistaken picture? The Spanish writer had Joan born in Dauphiny? The blonde type prevails in all miniatures and tapestries of the fourteenth century. On the kneeling statue of the Maid at the door of her birthplace in Domremy—it is of the period of Louis XI—the head once bore traces, it is said, of yellow paint. Of course, this may have been gilt; they were prodigal with gilt on the statues of saints, heroines and royalty in the Middle Ages.

The absence of documentary evidence gave the artists a free rein. Each period dressed the Maid in its own style. In the fifteenth century she was a medieval witch to the Burgundians, with black butterflies fluttering about her banner. To the Armagnacs she was an angel of victory. At the Renaissance humanists transformed her into a sort of Judith, wearing a plumed hat or gray felt with a gold fleur-de-lis on the helmet. The attitude toward Joan during the Revolution was both plain and diabolical. She appeared less as the liberator of France than the rebel victim of priests and kings. The Jacobins overturned her statue on the Pont d'Orleans, but they used the bronze for a cannon, which they named "La Bergame" (the shepherdess).

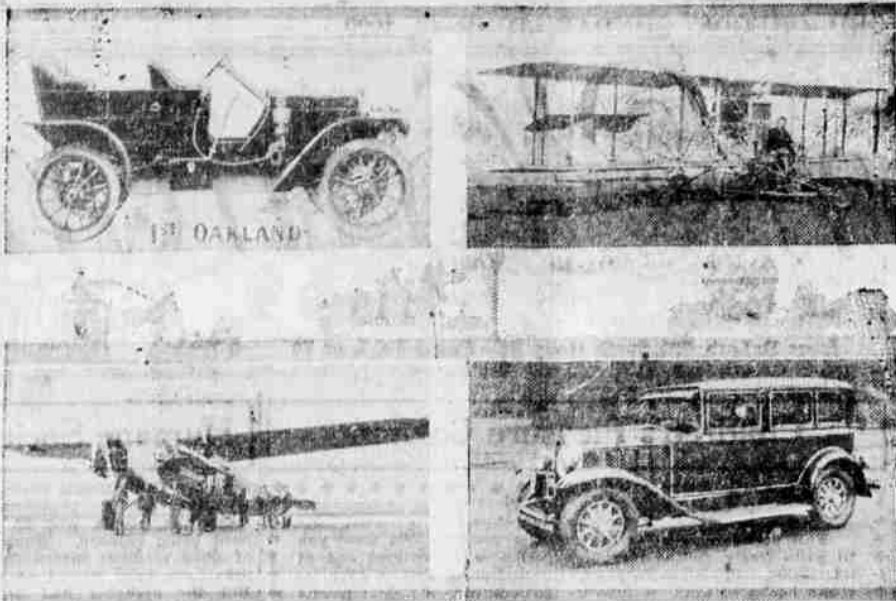
### CALENDAR ADVANCED TO MAKE HOLIDAY

TAHITI, (AP)—The natives of this French colony in the south Pacific are planning to celebrate the fall of the Bastille with Tahitian songs and dances throughout the last eight days and nights of June.

The celebration, usually held July 14, is to be put ahead of the expected presence of a French warship.

Singing companies are learning the heroic legends of their districts; dancers are limbering their bodies for the hula hula, and ancient women are fashioning the picturesque costumes worn before the advent of Europeans.

## Highways and Skyways



The old and the new in airplane and motor car transportation is shown in the above group of photographs. Upper right is one of the first old pusher type airplanes now located in Los Angeles. This is still in operation and is used in the movies. Upper left is the first airplane built in 1907. Lower left is the newest type Western Air Express Tri-Motor Fokker Monoplane which is in daily service between San Francisco, Los Angeles and Salt Lake City. This Company maintains a large fleet of these mammoth new sedans of the air. Lower right is the 1929 model Oakland All-American Four Door Sedan.

## GRAHAM-PAIGE MAY PRODUCTION WAS 11,677 CARS

For the second month in succession, Graham-Paige set a new all-time production record with a total of 11,677 cars in May, surpassing the previous record of 11,259 cars established in the preceding month.

Combined production for April and May, this year, totals 23,227 cars, or 21.7 per cent of the total for all twelve months of 1928, when the Graham-Paige set a first year record of 27,195 for the new make car.

For the first five months of 1929, Graham-Paige is 62 per cent ahead of the same period last year, with a total of 48,511 units as against 29,911.

Announcing the May production figures, E. R. Valpey, general sales manager, declared that May also set new records for Canadian shipments, and for export shipments to the rest of the world.

## VEEDOL PRAISED BY TEX RANKIN

Tex Rankin, famous veteran flyer and owner of the largest flying school in the world, is another of the many advocates who Veedol motor oil has found in aviation circles.

"You think motor car repair bills are high. But you should see what a bill an airplane can run up, when inferior oil is used," says Rankin.

"I use nothing but Veedol, and I recommend it exclusively. It saves me thousands of dollars every month."

"The high grades of this oil are representative of the wholehearted reception which Veedol has won for itself everywhere among fliers, who know that they can feel safe in trusting their lives and planes to its efficient lubrication no matter how grueling the flying may be," says the local dealer, who continues: "The success of Veedol in aviation, however, is of great importance not alone to fliers, but equally to motorists, in whose engines the same protection against heat and friction is vitally essential to economy and efficiency."

Increasing numbers of motorists are daily turning to Veedol, with its longer life and 100 per cent paraffine base, for their engines. They are learning that economy is to be found not in purchasing inferior oil, but by demanding the best, and thus avoiding costly car and repair bills."

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ATLANTIC CITY, N. J., June 16.—Transported in a Fokker tri-motor monoplane, the one millionth electrical refrigeration unit produced by Frigidaire Corporation, a General Motors subsidiary, was brought here and displayed at the National Electric Light Association convention.

Leut. J. A. Macready, former army flyer and one time holder of the world's altitude, endurance and distance flight records simultaneously and now a member of the company's sales organization, piloted the plane, making his first cross-country flight since resign-

ing from the air corps three years ago.

The one millionth Frigidaire, ornamented with a gold serial plate, is a feature of the organization's exhibit at the convention.

Five million Ford all-steel one-piece wheels have been produced in forty-two days at the Hamilton, Ohio, plant of the Ford Motor Company. This is the equivalent of equipment for 200,000 automobiles, giving each car five wheels.

The five-millionth wheel to be built at Hamilton was made on May 6, just 42 working days from the completion of the four-millionth. The average maintained on the million was 23,809 wheels per day.

What is pronounced the biggest single day's output came on May 3, when a total of 28,487 wheels was turned out in twenty-four hours. During the same day one of the shifts made 10,540 wheels, said to be a record for eight hours.

As the first step in an enlarged structural program, the Portland Cement Association has announced the appointment of Homer M. Hadley as regional structural engineer for the Pacific coast. Mr. Hadley is to act in an advisory capacity to architects and engineers for the territory of California, Nevada, Arizona, Oregon, Washington and British Columbia.

For the last seven years Mr. Hadley has been in the employ of the association as field engineer and then as district engineer

with offices in Seattle. He brings to his new post a structural experience both wide and varied.

Mr. Hadley, who has been an associate member of the American Society of Civil Engineers for 22 years and former president of the Seattle chapter, is regarded as one of the outstanding engineers in concrete structural design on the Pacific coast. He is a member of the American Concrete Institute and the Engineering Club, which will be used for educational purposes.

Several millions of dollars have been realized from the property belonging to the Karolyi, Hungary's first wife, who is now an exile. The will be used for educational purposes.

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