



MELVIN LOUDEN SHOWS OFF HIS 1906 RUSSELL

# The Hotter She Gets

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# The Better She Runs

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Correspondent

EDMUNDSTON — Melvin Loudon thinks he holds some sort of a Canadian record.

Mr. Loudon, owner of the Cars of Yesteryear Museum here, has restored a 1906 Russell "and I think this is the oldest Canadian-built car licensed." The car was registered June 23, 1906.

As his Centennial project, Melvin Loudon spent 2,000 hours restoring the Russell. It was the 25th car to be licensed in New Brunswick.

Mr. Loudon takes great pride in all his cars — but the Russell is perhaps the favorite. He purchased the vehicle in 1946 from Gordon Armstrong, who bought it from the original owner Ernest Hutchison of Douglastown. The body was scorched in a fire, but the top, rear section, lights and horn were not on the car at the time of the fire.

Built by Canada Cycle and Motor Company Limited, Toronto, the Russell is a two-cylinder roadster. It has two kerosene oil lights, and a driving light that can be adjusted to any angle, operated by carbide and water. The car has three speeds forward and one reverse, with gear shift mounted on the steering column. Melvin said "Most modern cars came up with this idea in 1937, and people thought it was new."

## Bulb Horn

Equipped with a bulb horn, the car has a surrey top lined with green felt. It has leather seats and wooden wheels. When you pull on the emergency brake, it will dis-engage the transmission

even if the car is in the gear. The gas tank is under the seat. Started by hand-crank, the car travels at about 25 miles per hour. Tires are 30x3½. The radiator is made of separate tubing.

The Russell is a 16-horsepower car, weighing 1600 pounds. It has a wooden frame with a steel lining on the outside. The cooling system is thermo syphon. Melvin says "This means the water has to come to a boil before it circulates, because it has no water pump or fan on the motor" adding "the hotter she gets, the better she runs."

Melvin has never used this car in a parade—he kept it for Centennial year.

The Russell is part of Loudon's treasure house — the Museum. In it he has: A 1933 English Rolls Royce, Phantom 11, 6-cylinder, original cost \$25,000, can still run at 100 miles an hour, two miles to a gallon. A 1928 Stutz, a Maxwell and a Detroit-Electric of 1910 vintage, a 1923 McLaughlin Buick 4-cylinder, all restored by Melvin to their original lustre, share space with a 1926 Willys Knight, a 1915 Gray Dort, a 1905 Reo 2-cylinder 5-passenger car, the 86th car licensed in New Brunswick, and the 1906 Cadillac 1-cylinder car, in which Melvin and his son James, motored from Edmundston to Saint John in 1960. There's a 1925 Dodge in the collection, and a 1928 Ford Roadster.

## Feature of Museum

A feature of the Museum are copies of all the registrations in New Brunswick from 1905, when they started to register cars, until 1914. The records show only 12 cars were registered in 1905. The total revenue for the

Province from registrations amounted to \$73.00. This amount included chauffeur's licenses, \$2.00 each. Melvin says there may have been 200 or 300 cars running, but not registered. "In those days, once a car was registered you kept the number for a good many years, until the car was disposed of either by fire or damage."

The first man in Edmundston to buy a car and have it registered was Dr. J. A. Guy, licence No. 67. It was a Ford car, licensed June 27, 1907.

A Maritime Singer Six, built in Saint John by Senator Pugsley in 1913, was owned by Thomas Bell of Saint John.

The ninth car registered in New Brunswick, in 1905, was a steam car built in Fredericton by George J. Barrett, and owned by J. D. MacNutt of Fredericton, registered July 5, 1905.

Among other collector's items in the Museum are a 1918 two-cylinder International Farm tractor with chain drive, old steam engines, an airplane engine from the first world war, a sleigh owned by Lieutenant - Governor Tweedie around 1900, the body hung on leather suspension, with coachman's seat in front; model plane built at Edmundston Aviation School during the second world war by men taking a course in air-frame mechanics when Senator Edgar Fournier was instructor; Edison phonographs with hand-crank and cylinder records; ancient music boxes, a foot warmer, tiny sewing machine, old telephones, a photograph of Henry Ford and his wife taken in 1896 in his first Ford car; antique chairs and tables.