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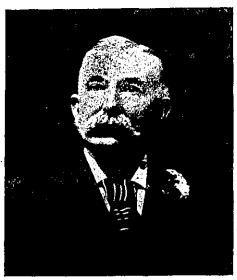
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The London correspondent of a contemporary writes: "Many of our local cycling enthusiasts will remember the young Italian, Porta, who spent seven years in called by requisition through the Council Australia and New Zealand as a professional cyclist. He is now living in Piedgan, whom the Council had deposed.

The chairman (several having refused to act in that capacity) ruled that the meetand colonial mining engineers in that dis-trict.'j When he arrived in Australia with Bill Martin he could not speak a word of English.

Before the advent of the pneumatic tire one of the troubles that constantly worried the tourist was the breakage of spokes. Nowadays this occurs so rarely that the matter is never considered. It is only through accident that the wheels are damaged in this respect, when the means of repairs are most simple. In the early days, when the spokes were scrowed in the the hub, there usually was trouble, owing to their being broken off short just outside the hub, the cause not infrequently being the deep cutting of the screw-thread. Today the hubs are made very differently. The flat flanges allow of being pierced through which are passed the butt-ended spokes, the tension being effected by nipples (previously passed through the rim), screwing on to the ends.

Henri Contenet, of Paris, who towards the end of last season surprised the cycling public by riding the remarkable dis-tance of 48 miles 718 yards in the hour, looks like carrying all before him in middle distance contests this year. His re cord so far is an exceedingly good one, having met and defeated such well-known paced specialists as J. Nelson, J. Michael, E. Bouhours, T. Linton, T. Hall, J. Gougoltz, Dussot, and Dangla; in fact, out of the eight races he has competed in he has won seven, and lost the eighth through a puncture. It, therefore, looks as if Contenet will be the first rider to cover the coveted fifty miles in the hour. His consistent riding is, no doubt, due to the careful and regular way of living all the year round, and continual practice (twice every day), behind his faithful pacer. He first came into prominence last year, after Tom Linton met with his bad smash up at Leipsic, Contenet then securing Marius The as pacemaker, and since that time (August) he has gradually worked his way to the top of the tree. He is 27 years of age, very unassuming, married, and a popular favourite wherever he goes.

The League of New South Wales Wheelmen seem to be anything but a happy family, and a regular battle royal has been proceeding. At the Council meeting of the League Mr Branagan, who was lately deposed by the Council from the position of secretary because he disagreed with the members as to the heavy charge made for services rendered in timing, etc., a race against the record, was cited to appear before the Council to show cause why ought to put a check upon the growth of he should not be dealt with under Rule 23 tramways, which, however well laid, are a constant source of danger and inconvenisuspend, or expel any member guilty of ence to all other users of the roads."

conduct detrimental to the interests of the League." He did not attend, but the Council dealt with him in his absence, and decided to expel him as a member of the League. Mr Austin (treasurer) was instructed to take legal proceedings for the recovery of all books and papers of the Leacue.

Mr Branagan was by no means disposed to quietly submit to the indignity offered, and called a general meeting of the League, at which over one hundred were pre-

The point was at once raised by members of the Council that the meeting was illegal (says "The Referee") not being called by requisition through the Council

act in that capacity) ruled that the meeting was in order. The members of the Council and their supporters, and forty altogether retired from the meeting. To attogether retired from the meeting. To the seventy who remained behind, Mr Branagan read letters from Narrandera, Armidale, Glen Innes, Eskbank, Lithgow, Gunnedah, and Braidwood Clubs, condemning the Council re the removal of the secretary (who was elected by the whole of the members of the State), and the action which brought on the abandonment of the Goulburn road race.

After a little discussion, during which Mr J. Craig, vice-president of the Tamworth ('lub, and Mr Sullivan, who spoke for Wagga, Junee, and Coolamon Clubs, condemned the Council, Mr Remfrey (Australian Club, Sydney) moved, and Mr R. Wells (president Newcastle Club) seconded: "That, in view of the recent unconstitu-tional action of the Council in reference to the secretaryship of the League, the Council does not retain the confidence of the members." The motion was carried unanimously, the scrutineers announcing the number of voters as sixty-five. Meanwhile the Council and their following were holding another meeting dealing with the new Constitution. The Branagan meeting now joined them.

Mr Remfrey suggested that instead of adopting a new Constitution, the League go back to the initial one, under which it had enjoyed so much prosperity.

Subsequently, after some disorder and a declaration by a country member that his club was utterly disgusted with the doings of the Council, Mr Yates (Lithgow) moved, and Mr Remfrey seconded, and it was carried by a large majority, "That the proposed new Constitution be no longer debated or considered."
The meeting then broke up.

The London General Omnibus Company has just acquired a specially-designed motor omnibus, of American make, which is expected to be running in a few weeks. If the experiment proves satisfactory the company is prepared, it is said, to substitute mechanically-propelled vehicles for the whole of the present horse-drawn stage coaches, and, as about 1500 will be required, there is some fine business in prospect for the car-builders." The article then goes on to show that the advantages of the change will be manifold. The motor takes up less room per passenger carried than the present horse-drawn vehicles; it

