A Comprehensive Bibliography of Nineteenth Century Bicycling Periodicals

Colonel Albert Pope is known as the founder of American bicycling. He began importing high wheel bicycles (alternatively known as penny farthings or ordinaries) from England to Hartford, Connecticut in 1878. Much of the success of Pope's Columbia bicycles can be attributed to aggressive promotion and marketing of bicycles to the American public. This marketing included underwriting popular cycling periodicals and extensive advertising. In 1895, a reporter from *The New York Recorder* asked Pope about his best employee. He responded: "He is the most faithful fellow in the world. He has been in my employ for seventeen years, yet he has never even asked for a holiday. He works both day and night, is never asleep or intoxicated, and though I pay him more than $250,000 a year, I consider that he costs me nothing. His name is Advertisement."[1]



Figure 1. Columbia Bicycle Advertisement, c. 1880. Source: Collection of the author.

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Historical Context

The last decade of the nineteenth century saw an explosion in the number of American periodicals that were in circulation. Cheaper printing methods coupled with an influx of cash from advertising were the primary drivers of this explosion. The rise of periodical advertising provided publishers a revenue stream that wasn't tied to subscription numbers. A contemporary analysis of monthly magazines found a ninety-three percent increase in the number of titles from 1880 to 1890. Circulation numbers increased at an equally impressive rate. From 1890 to 1905 the total circulation of American monthly periodicals went from eighteen million to sixty-four million. Much of this explosion in title and circulation statistics can be attributed to increased revenue from advertisements. The *U.S Census of Manufacturers* provided a yearly tall of reported revenue derived from advertising for newspapers and magazines. In 1905, this total was $145,517,591 which was more than double the amount recorded in 1890. These totals provided by the Census Bureau derived from narrowly defined categories. Using broader criteria, a contemporary advertising trade journal, *Printers' Ink*, estimated that 1899 totals for periodical advertisement were an astonishing two hundred and three hundred million.[2] A surprising amount of this advertising revenue can be traced to bicycles.

This same period of rapid growth of American Periodicals was also the heyday of American cycling. The "safety bicycle" was invented in England in 1885. This style of bicycle closely resembles a modern bicycle and is characterized by having two wheels of the same size and a chain driven rear wheel. These innovations made bicycling safer and easier to learn which resulted in a massive surge in popularity. In 1896, *Scientific American* estimated that there were four million bicycles and two and a half million riders in the United States. A year earlier a second U.S. patent office had to be established just to review and publish the avalanche of

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bicycle-related patents. The bicycle boom peaked around 1899. Around that time there may have been as many as five million cyclists at a time when the total population was around seventy million. For a time, bicycles ranked ninth in value (at six and a half million dollars) among all U.S. exports.[3] Due to overproduction and the rise of the automobile, bicycling in America rapidly declined both as an industry and a pastime after 1900.



Figure 2. Crescent Bicycle Advertisment, 1894. Source: Collection of the author.

Bicycle companies invested heavily in a wide variety of advertising. This advertising included sponsorship of racing teams, trade shows, traveling salesmen and most importantly: periodical advertising. Bicycles were the hot commodity in the 1890s and American periodicals were happy to stoke the flames. Bicycle manufacturers and periodicals formed a mutually beneficial relationship where newspapers and magazines promoted everything having to do with bicycles while manufacturers poured millions into periodical advertising. In his 1902 work, *The Art and Literature of Business,* Charles Bates claimed that the total of all types of advertising for U.S. bicycle companies amounted to the astronomical figure of one billion dollars for 1897. Unfortunately, Bates's provided rather sparse supporting evidence for his calculations. More conservative estimates still put annual bicycle advertising expenditures at an impressive four to nine million dollars. Easier to prove is the fact that about 10% of all newspaper and magazine advertising in the mid-1890s was related to bicycles and bicycle accessories. Returning to a more verifiable claim, Bates noted that the 1897 spring issue of *McClure's* magazine contained forty pages of bicycle-related advertising.[4] Bicycle advertising certainly supported mainstream magazines and newspapers, but it also helped to create and support the more than one hundred nineteenth century bicycle-specific periodicals documented in the bibliography that follows.

Literature Review

A significant barrier to engaging in bicycle history research is a scarcity of sources to guide research. There are no comprehensive bibliographies of either early or modern bicycling monographs or periodicals. The early bicycle periodical literature represents rich primary source material comprising hundreds of thousands of pages. These periodicals are particularly troublesome because many were short-lived and those that weren't often underwent multiple confusing title changes over their lifetimes. Digitization has made some of these rare periodicals

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easily accessible, but one must first know what has been digitized and where it can be found. A review of the literature indicates that only three works have dealt with early cycling periodicals in any detail. The first is the voluminous and exhaustive account of the early days of cycling in America: *Ten Thousand Miles on a Bicycle*. Written in 1887 under the pseudonym Karl Kron, this book devotes a dense chapter to detailing foreign and domestic books and periodicals relating to cycling. The main limitation of this work is that it was published before the bicycle (and periodical) boom of the 1890s. Ellen Gruber Garvey devotes a chapter in *The Adman in the Parlor: Magazines and the Gendering of Consumer Culture, 1880s to 1910s* (1996) to an analysis of bicycle magazines. In the chapter "Reframing the Bicycle: Magazines and Scorching Women" Garvey examines how bicycles and bicycle literature shaped gender roles in the late nineteenth century. While her analysis is excellent, it should be noted that Garvey is looking almost exclusively at bicycle articles and advertisements from major publications such as *The Century*, *Harper's*, and *Ladies' Home Journal*, rather than the more specific bicycling magazines documented here. Robert McCullough's, *Old Wheelways: Traces of Bicycle History on the Land* (2015), devotes a chapter to major early American bicycle periodicals, with particular attention paid to those who published accounts of bicycling touring. McCullough's chapter serves as a good introduction to many of the significant early American bicycling periodicals. The limitations of this chapter are that only large publications are covered and the focus is specifically on bicycle touring. Although not a bibliography, Ross Petty's article "Peddling the Bicycle in the 1890s: Mass Marketing Shifts into High Gear"[5] from the *Journal of Macromarketing* provides an excellent analysis of how the bicycle craze of the 1890s shaped American advertising and American periodicals. Rather than diminishing the need for a more

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comprehensive bibliography of early American cycling periodicals, the works mentioned in this section demonstrate the utility of such a resource for furthering scholarship in this area.

Bibliographic Essay

The bibliography of American bicycling periodicals published between 1869 and 1900 appears at the end of this article. The sections of the bibliographic essay that follow provide additional detail about significant individual periodicals.

Earliest American Cycling Periodicals

French-style velocipedes first appeared in the United States in 1867. They were slow to catch on with the American public, but minor improvements and a little publicity led to a velocipede craze in 1868 and 1869. The craze was accelerated by indoor velocipede riding schools which appeared in many New England and Midwestern cities. Most of the periodical coverage for the velocipede craze came from mainstream newspapers and magazines such as *Scientific American*, *Harper's Bazaar*, *Harper's Weekly*, and *Scribner's Magazine*. The first American periodical dedicated to bicycling was *The Velocipedist*, published by Pickering and Davis (a velocipede manufacturing firm) in New York. The first issue appeared in February 1869 with the stated purpose of recording "everything of interest in the Velocipede World."[6] The surviving copies of this early magazine document the excitement surrounding the bicycle craze with sections covering history, racing, technique, equipment, and velocipede schools. Publication of *The Velocipedist* was as short-lived as the velocipede craze itself, with publication apparently ceasing sometime in 1869.

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The Velocipedist.

VOL. 1.—NO. 3. NEW YORK, APRIL, 1869. PRICE TEN CENTS.

History of the Velocipede.

THAT there is nothing new under the Sun has been demonstrated in regard even to the velocipede, the very name of which, little more than a year ago, was unknown to nine out of every ten persons who spoke the English language. A recent writer in the *Galaxy*, not content with tracing the velocipede back to the fifteenth and sixteenth centuries, even goes so far as to intimate that the figures bestriding a "stick" on wheels, which we sometimes see in Egyptian relievos, show that, if the ancients had not a velocipede, they had something very like it.

We have, in previous numbers of THE VELOCIPEDIST, sketched at some length, somewhat of the history of the velocipede; but, as additional facts bearing on this subject have recently come to our knowledge, we proceed to lay them before our readers. At a time when the velocipede has become an institution amongst us, it cannot but be interesting to compare previous crude inventions in this line with those modern ones which have resulted in the beautiful bicycle now in such general use.

To the *Scientific American* we are indebted for the two following cuts and communication:

"In a small New England village, about the year 1823, a cute Yankee boy "might have been seen" (as G. P. R. James used to say), in fact, *was* seen tearing round on a VELOCIPEDE of his own construction, to the astonishment of the villagers and his own great delectation. The 'machine' was of rather a rude construction, as shown in the above cut, the wheels being of boards nailed together criscross, and the frame of such 'stuff' as a farmer's woodpile could furnish; but it would 'go like fun.' In principle, and even in form, it was identical with the present bicycle, the cranks being omitted, and on which some one, more witty than wise, claims a patent. There were the two wheels, tandem; the forward one 'axled in the jaws of a depending bar, pivoted in the frame, and turned by a horizontal lever bar;' and it is presumed to have been constructed after a 'description' in some 'printed publication,' boys in those days not being thought adequate to the *invention* of anything! It was propelled by the *toes* (not the flat foot) lightly touching the ground; and, though not as 'fast' as the crank-y concerns of the present hour, did very well for a little village and a country boy.

"That village was Norfolk, Litchfield county, Conn.; and the boy (an old boy now), your correspondent and admiring reader."

Stockbridge, Mass. I. I. PEASE.

The following, as will be seen, is a Water Veloce, and is intended to be propelled with the feet, by means of cranks, which turn a paddle wheel in the middle of the boat. The steering is effected by cords attached to the tiller, and passing from the steering bar, under pulleys at the side of the boat, below

and in front of the operator, and thence back to the tiller. The affair was, after all, a clumsy contrivance, and did not meet with public favor. Boston has whatever there is of honor in this invention.

Manufacturers of Velocipedes have found it necessary to devote much time of late to the investigation of the claims of numerous patentees. Witty and Hanlon having been attended to, makers were on the point of going to work again, when lo! a notice is served on them from an unexpected quarter, and they are requested to step up to a new captain's office and settle there. Mr. STEPHEN WM. SMITH, assignee of Mr. P. W. MCKENZIE, who in 1862 patented a cantering horse, claims that this covers the entire velocipede trade.

This cantering horse runs on three wheels, two in front and one behind. The upper part of the front legs are hinged at the body, while the feet are connected to the axle of the two front wheels, which axle is "*cranked*," so that the rider, sitting astride the horse, with feet on stationary rests, and holding on with his hands to a steering handle which passes through the neck or head of the horse, and is also connected with the steering or hind wheel, which is properly set between the hind legs of the horse. When thus seated the weight of the rider on the horse would naturally push down the cranks to their lower center. When, by standing on the foot rests, and thus relieving the horse of his weight, and at the same time pulling upwards by means of the handle the cranks are again brought up; and thus the wheels are rotated and the rider velocipeded forward. This forms the ground for a new claim to the favors of "Royalty." Manufacturers, however, can recognize but one legitimate Prince of "Cranks," and it is most assuredly their rights to require of these claimants that one or the other of them shall well and truly establish his right and title to the princely income, which the makers will then most willingly allow themselves to be taxed with.

Makers of Velocipedes will have to enter the ring themselves as patentees or inventors. With this idea, therefore, and also as an interesting fact in the history of Velocipedes, an illustration is here given of a Veloce, which we designed and had made in the year 1850, and consisting of two wheels and

Figure 3. Front cover of the Velocipedist, April, 1869.

That year, *Scientific American* mentioned the periodical, *Velocipede Messenger*, which was published in Chicago.[7] Sadly, no copies of this publication appear to have survived, possibly since it would have pre-dated the Great Chicago Fire.

Very little related to cycling occurred in the United States from 1870 until around 1878 when Pope began importing and manufacturing the new high wheel style of bicycle. Only two

cycling-specific publications cover the beginnings of the high-wheel era: *The American Bicycling Journal* and *Bicycling World*. The *American Bicycling Journal* was a bi-weekly, published in Boston from 1877 to 1879. *Bicycling World*, published weekly, (also in Boston) ended up being one of the longest-running periodicals of the late nineteenth century. It began publication in 1879 and was in existence until 1890 (although it underwent multiple title changes along the way).



THE Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William C. Gilman, Editor. C. C. Hodges & Co., Proprietors.

$2.00 a Year. 10s. Foreign. 7 cents a copy. | BOSTON, 12 MAY, 1882. | Volume V. Number 1.

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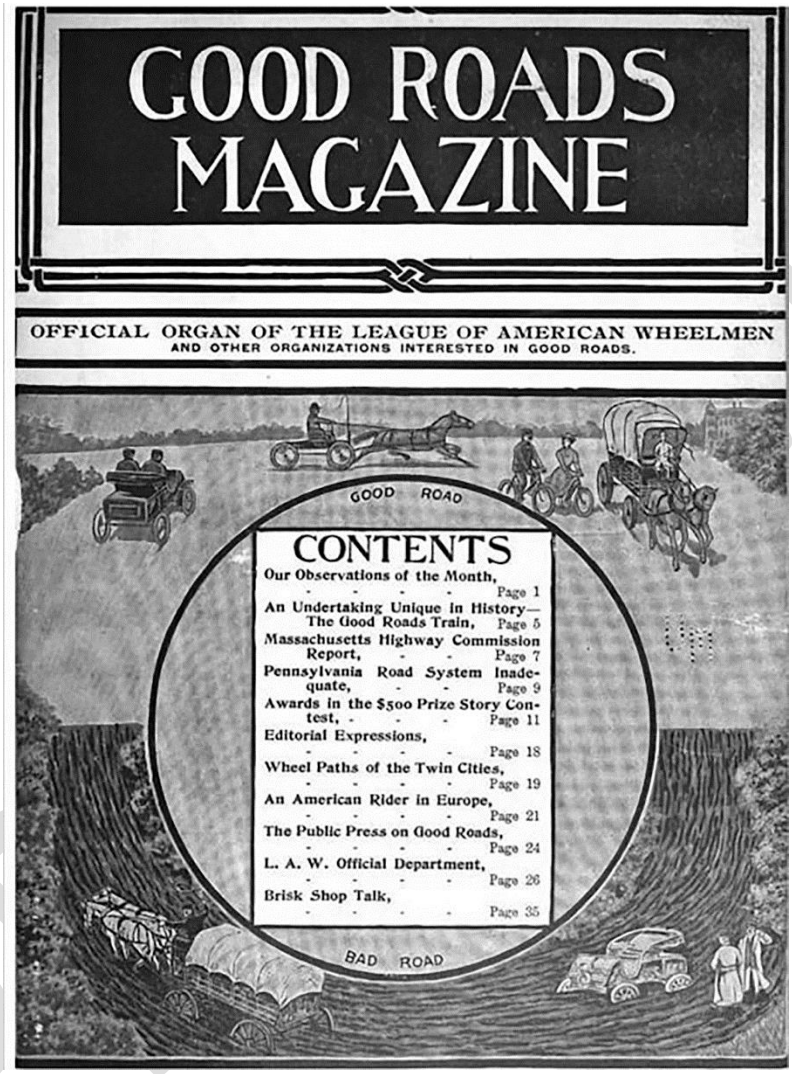
Figure 4. Front cover of Bicycling World, May 12, 1882.

League of American Wheelmen Periodicals

The League of American Wheelmen (L.A.W.) was formed in 1880 "to promote the general interests of cycling; to ascertain, defend, and protect the rights of wheelmen; and to facilitate touring." In fulfilling these goals, the L.A.W. promoted bicycle racing, championed legislation favorable to cyclists, and founded the Good Roads movement which gave the United States a road system that would hasten the rise of automobiles. At its' peak in 1898, the L.A.W. had more than 103,000 members (that's larger than any U.S. cycling organization today). Each of these members received a weekly L.A.W. publication. In addition to sending copies to each member, free copies were sent to libraries, politicians, and civic groups to further promote bicycling.[8] Due to these large circulation numbers and national influence, L.A.W. publications are of particular historical significance. Complicating matters however, is the fact that L.A.W. publications changed titles and publishers many times from 1880 to 1900. Tracking these changes not only helps when attempting to locate a citation, but also shows the volatility and competitiveness of American periodical publishing during this time. These L.A.W. publications were supported both by membership fees and extensive advertising. Initially, the already-established *Bicycling World* agreed to dedicate a portion of each issue to covering League news. In 1883, *The Wheel* (New York) took over publishing L.A.W. news. This relationship was short-lived as one year later publication shifted again to a more general sporting publication called *Amateur Athlete*. As part of the arrangement the words "*L.A.W. Gazette*" were added to *Amateur Athlete's* masthead. In 1885, *Amateur Athlete* changed its name to become *Cyclist and Athlete*. From 1885 to 1888 the L.A.W. published its own weekly, the *L.A.W. Bulletin*. This publication struggled on its own and in 1888 was subsumed once again by *Bicycling World*, which was re-titled *Bicycling World and the L.A.W. Bulletin*. The L.A.W.'s Good Roads initiative had grown

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to be the League's most important initiative by the mid-1890s. In 1892, to further the goals of the Good Roads movement, the L.A.W. began publishing a separate monthly magazine called *Good Roads*.


GOOD ROADS MAGAZINE

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN
AND OTHER ORGANIZATIONS INTERESTED IN GOOD ROADS.

GOOD ROAD

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BAD ROAD

Figure 5. Front cover of Good Roads Magazine, June, 1901.

In 1895, the *L.A.W. Bulletin* briefly switched to a Chicago publisher, but soon merged with *Good Roads* to form the weekly *L.A.W. Bulletin and Good Roads*. <Figure 6 here> L.A.W. membership peaked in 1898 as did general interest in bicycling. For a variety of reasons, the L.A.W. was particularly hard hit and saw rapid and steep declines in membership. For a short

time, there was no official L.A.W. publication. In 1899, the *L.A.W. Bulletin* and *Good Roads* magazine became part of a monthly magazine called *Elliott's Magazine*. 1900 saw one more change to a monthly *L.A.W. Magazine*.[9]

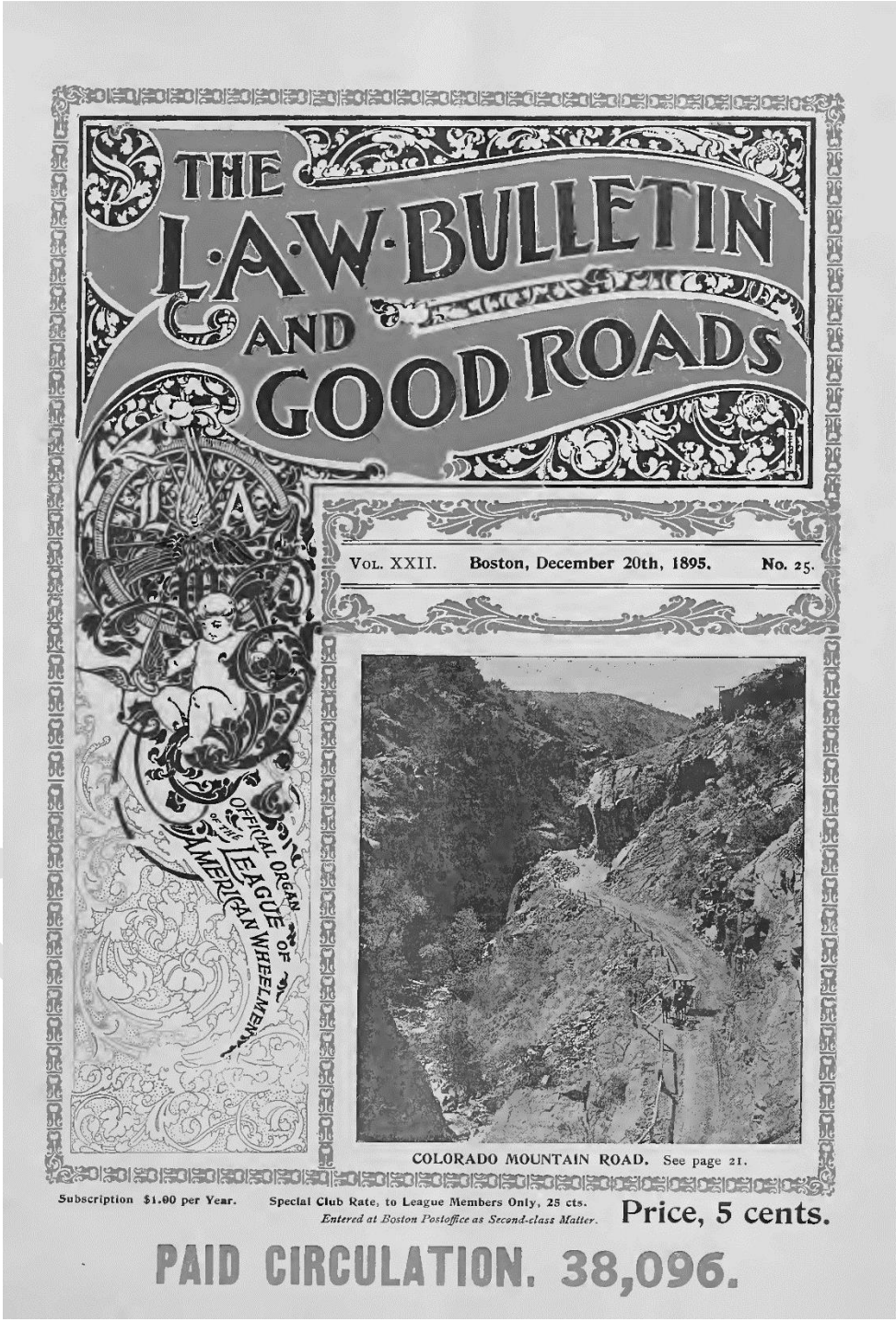


Figure 6. Front cover of the L.A.W. Bulletin and Good Roads, December 20, 1895.

Women and the Bicycle

The rise in popularity of the bicycle parallels the rise of progressive reform movements of the nineteenth century. In 1896, suffragist Susan B. Anthony proclaimed her beliefs about the bicycle: "I think it has done more to emancipate women than anything else in the world. I stand and rejoice every time I see a woman ride by on a wheel. It gives woman a feeling of freedom and self-reliance. It makes her feel as if she were independent."[10] Bicycles bolstered the women's rights movement primarily through increased freedom of independent transportation, furthering of the temperance movement, and dress reform. Periodicals that routinely covered women's bicycling issues are valuable to anyone conducting historical research in these areas. *The Wheelwoman*, a monthly magazine published in Boston from 1895 to 1897 was the only American periodical specifically devoted to women's bicycling. *The Wheelwoman*'s subtitle: "Costumes, Wheels and Cycling News" gives some sense of the scope of the publication. It was edited by Bostonian Mary Sargent Hopkins who had previous experience



Figure 7. Front cover of the Wheelwoman, April 1895.

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writing bicycle related articles for *Bicycling World*, *L.A.W. Bulletin*, and *Good Housekeeping* under the pseudonym Miss Merrie Wheeler. Under Hopkins' guidance *The Wheelwoman* published rather conservative articles on women's cycling clothing and etiquette. A few of the larger cycling periodicals featured regular columns either written by women or about women's cycling issues. *The Cycle*, also published in Boston from 1886 to 1887, featured a column titled "From a Feminine Point of View." This column was also written under a pseudonym, Daisie, who was really Helen Dew Bassett (her husband, Abbot Bassett was a publisher). This column later moved from *The Cycle* to *The L.A.W. Bulletin*.[11]

Regional Representation

The nineteenth century bicycle craze was mostly concentrated in urban areas of the New England states and upper Midwest. There were certainly cyclists in other areas of the country and in rural areas, but they were few and far between in comparison. Bicycle periodicals from the South and the West deserve particular attention since they provide insight into areas of the country that were sparsely covered in more mainstream publications. Unfortunately, many of these periodicals were short-lived and few or no copies have survived. In the South, *Bicycle South* was published monthly from 1884-1886 in New Orleans. During the same time period, *Southern Cycler* was published in Memphis. A publication with the same name reemerged from 1894 to 1897 in Louisville, KY. The *Southern Wheelman* was published at least in 1896 in Atlanta. *Cyclist and Sportsman* was published in Dallas in 1897. At this time in American history "The West" generally meant anything west of the Mississippi. The earliest western bicycling periodical appears to have been *Pacific Coast Wheelman and Athlete* published in San Francisco in 1887. *Pacific Cyclist* was also published in San Francisco for two years beginning

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in 1894. A publication simply called *Cycler* appeared in San Jose, CA in 1897. *Cycling West* (later *Cycling West and Motor Field*) had a relatively long run (from 1893 to 1900) in Denver.

Guide to the Comprehensive Bibliography of Nineteenth Century Bicycling Periodicals

Background: This bibliography was compiled by thorough searching of OCLC's WorldCat catalog along with careful recording of titles that were cited in other contemporary sources. Sadly, some of the titles in this latter category no longer exist. The titles found here either focus solely on bicycling or have significant bicycling coverage as part of their content.

Title: For alphabetization purposes, initial articles (a, an, the) which may be part of the official periodical title have been removed.

Dates Published: The publication dates listed here were established through consulting physical or digital copies, actual library holdings, or through contemporary citations. Over time, some of these dates will expand as new issues are found and cataloged.

Preceded by / Succeeded by: Many of these periodicals are related in some way. It was common practice for a struggling publication to merge with others or to undergo minor title changes. These fields help researchers to track those title changes over time.

Digital Copies: A few of these periodicals have been digitized and are accessible through either a subscription database or for free on the web. Titles available for free include those held by the Hathi Trust (H) and the Internet Archive (I). Titles available to those with a subscription to ProQuest's American Periodicals Series database are indicated with an (A). Holdings listed in this bibliography are accurate as of 2017. Items are being added to some of these collections on a regular basis so holdings will increase over time as new content is digitized.

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OCLC Accession Number / Control Number: This field contains a unique, standardized number that is assigned to all records in the WorldCat database. Searching this number is more precise than a title search and will take you directly to a specific bibliographic record. From that record, a researcher can determine which U.S. libraries, archives, and museums have copies of a title.

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[1] "Bicycles." *New York Recorder*, Feb. 6, 1895.

[2] Statistics relating to American periodical expansion between 1880 and 1905 were summarized from the following sources: Mott, Frank Luther. *A History of American Magazines, 1885-1905*. Vol. 4. Cambridge, MA: Harvard Univ. Press, 1957: 20, Sherman, Sidney A. "Advertising in the United States." *Publications of the American Statistical Association* no. 52 (1900): 1-44 and Guroff, Margaret. *The Mechanical Horse: How the Bicycle Reshaped American Life*. Discovering America. Austin, TX: University of Texas Press, 2016: 67-70.

[3] Statistics relating to the bicycle boom of the 1890's were derived from the following sources: "The Bicycle" *Scientific American* 72, no. 4 (Jul. 25, 1896): 68, *Foreign Commerce and Navigation of the United States for the Year Ending June 30, 1898*. Washington, DC: Government Printing Office, 1899: xxx-xxxiii and Friss, Evan. *The Cycling City: Bicycles and Urban America in the 1890s*. Historical Studies of Urban America. Vol. 151. Chicago: University of Chicago Press, 2015: 37.

[4] Bates, Charles. *Art and Literature of Business*. Vol. 4. New York: Bates Publishing Co., 1902: 241 and Petty, Ross D. "Peddling the Bicycle in the 1890s: Mass Marketing Shifts into High Gear." *Journal of Macromarketing* 15, no. 1 (1995): 32-46.

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[5] Kron, Karl. *Ten Thousand Miles on a Bicycle*. New York: 1887: 653-672, McCullough, Robert L. *Old Wheelways: Traces of Bicycle History on the Land*. Cambridge, MA: The MIT Press, 2015: 30-56 and Petty: 32-46.

[6] "Our Paper." *The Velocipedist* 1, no. 1 (Feb. 1869): 1.

[7] "Velocipede Notes." *Scientific American* 20, (May 29, 1869): 343.

[8] "The Perfect Time to Ride: A History of the League of American Wheelmen." *American Bicyclist* (Nov-Dec., 2007).

[9] The two books mentioned in the literature review section provided much of the background for the convoluted history of L.A.W. periodicals: Kron, 653-672 and McCullough, 30-56.

[10] Bly, Nellie. "Champion of Her Sex." *The World*, Feb. 2, 1896.

[11] McCullough, 36.

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Title	Dates Published	Frequency	Location	Preceded by	Succeeded by	Hathi Trust	CRL	Archive.org	My electronic files	Library Holdings
American Athlete	1887-1893	Bi-weekly, then weekly	Philadelphia, PA		*Cyclist and Athlete*					OCLC: 46595845
American Athlete and Cycling Trade Review	1894-1895	Weekly	Philadelphia, PA							OCLC: 10702843
American Bicycling Journal	1877-1879	Bi-weekly	Boston, MA		*Bicycling World*					OCLC: 46643762
American Bicyclist and Motorcyclist	1880s-1950	Monthly	New York, NY							OCLC: 5256318
American Cycling	1896-1897	Weekly	Philadelphia, PA							http://lccn.loc.gov/09032054 OCLC: 317494977
American Cyclist	1890-1898	Bi-monthly	Hartford, CT		*Bicyling World*					http://lccn.loc.gov/10000965 OCLC: 16855895
American Wheelman	1885-1897	Weekly	St. Louis, MO		*The American Wheelman Annual*					OCLC: 236095113
American Wheelman Annual	1896-1897	Annual	New York, NY							http://lccn.loc.gov/07034733 OCLC: 17618407
Bassett's Scrap Book	1900-1913	Monthly	Boston, MA					v.2, 1904- v. 11, 1913	Mar. 1904 -Feb. 1913	OCLC: 1519239
Bearings	1890-1897	Weekly	Chicago, IL		*Cycle Age and Trade Review*	v. 4-6, 1892 http://catalog.hathitrust.org/Record/000050277		v.7, 1893- v.16 1897	v.4 1892 - v.16 1897	OCLC: 23824595
Bicycle	1884-1885	Semi-monthly	Montgomery, AL							N/A
Bicycle Herald	1886	Monthly	Springfield, MA							N/A
Bicycle News	1915	Monthly	Newark, NJ							OCLC: 443124706
Bicycle Press	1898		Boston, MA							N/A
Bicycle South	1884-1886	Monthly	New Orleans, LA							N/A
Bicycler's Record	1884	N/A	Lawrence, MA							N/A
Bicycling World	1879-1890	Weekly	Boston, MA	*Bicycling World and Archery Field*	*The Bicycling World and L.A.W. Bulletin*			v.3, 1881 - v.16, 1888	v.3 1881 -v.20 1890	OCLC: 318603246
Bicycling World & L.A.W. Bulletin	1888-1890	Weekly	Boston, MA	*Bicycling World*	*The Bicycling World and Motorcycle Review*			v. 17, 1888 - v. 20, 1890	v. 17 1888 - v.20 1890	OCLC: 36821530
Bicycling World and Archery Field	1880-1881	Bi-weekly	Boston, MA		*Bicycling World*			v.1, 1879 - v.2, 1881	v.1 1879 - v. 2 1881	OCLC: 36821454
Bicycling World and Motorcycle Review	1900-1912	Weekly	New York, NY	*Bicycling World & L.A.W. Bulletin*			1910-1911	v. 41, 1900 - v. 64, 1912	v. 41 1900 - v. 64 1912	OCLC: 318029041
Centurion: Century Wheelmen	1895		Philadelphia, PA							N/A
Cherry and the Black	1895	N/A	Chicago, IL							OCLC: 270788006
Chicago Cycle Trade Journal	1897	Weekly	Chicago, IL							N/A
Cleveland Mercury	1884-1885	Monthly	Cleveland, OH		*Springfield Wheelmen's Gazette*					N/A
Columbia	1899-1900	Semi-monthly	Hartford, CT							OCLC: 35793011
Cycle	1886-1887	Weekly	Boston, MA			v. 1-2, 1886-1887 http://catalog.hathitrust.org/Record/008607160		v. 1, 1886 - v. 2, 1887	1886-1887	OCLC: 34123990
Cycle	1892-1900	Monthly	Milwaukee, WI						1892-1900	Wisconsin Historical Society OCLC: 226912606
Cycle Age and Trade Review	1897-1901	Weekly	Chicago, IL	*Bearings, Cycling Life, The Referee*			1898-1901	v. 20, 1897 - v. 25, 1900	1897-1900	OCLC: 7661817
Cycle Guide	1897	Weekly	Philadelphia, PA							N/A
Cycle News	1896	Weekly	Scranton, PA	*Cycle news. Western ed., Central ed. and Cycle News East*						N/A
Cycle News East	N/A	Weekly	N/A		*Cycle News*					N/A
Cycle News Western Edition	N/A	Weekly	Long Beach, CA		*Cycle News*					OCLC: 6546430
Cycle Stems: L.A.W.	1892	N/A	Winona, MN							N/A
Cycler	1897	N/A	San Jose, CA							N/A
Cycling	1884	Monthly	Cleveland, OH							OCLC: 39390736
Cycling	1892	N/A	Philadelphia, PA							N/A

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Cycling America	1893	N/A	Dansville, NY							N/A
Cycling Chronicle	1897	Weekly	Providence, RI							OCLC: 51321962
Cycling Courier	1890-1892	N/A	New Hampshire	*The Star Advocate*						N/A
Cycling Field	1896	N/A	Binghamton, NY							N/A
Cycling Gazette	1895-1901	Monthly	Cleveland, OH		*Dealer and Repairman*					OCLC: 8415472
Cycling Life	1893-1897	Weekly	Chicago, IL							OCLC: 318645992 (Chicago Public)
Cycling News	1897	N/A	Toledo, OH							N/A
Cycling Record	1897	Monthly	Chicago, IL							N/A
Cycling West	1893-1900	Weekly	Denver, CO							OCLC: 11689938
Cycling West and Automobilist	1900	Weekly	Denver, CO	*Cycling West*	*Cycling West and motor review.*					28241566
Cycling West and Motor Field	1900	Weekly	Denver, CO	*Cycling West*						28241554
Cycling West and Motor Review	1900	Weekly	Denver, CO	*Cycling West*						28241558
Cycling West and Motor World	1900	Weekly	Denver, CO							28241564
Cyclist	1889-1891	N/A	Hartford, CT		*American Cyclist*					N/A
Cyclist and Athlete	1884-1885	Weekly	Newark, NJ	*Amateur Athlete and Archery and Tennis news*						17797324
Cyclist and Sportsman	1897	N/A	Dallas, TX							N/A
Cyclist's Review	1898	N/A	New York, NY							N/A
D.W. (Detroit Wheelmen) Phonograph	1894-1896	Semi-monthly	Detroit, MI							22529018
Dash, a society and club paper published every Saturday	1893-1894	Weekly	Chicago, IL							OCLC: 270752667
Dealer & Repairman	1902		New York, NY	*Cycling Gazette*						OCLC: 8394006
Elliott's Magazine	1899-1900	Monthly	Boston, MA	*L.A.W. Bulletin and Good Roads*	*L.A.W. Magazine*		v. 30, 1899	v. 30, 1899 - v. 31, 1900	v. 30, 1899 - v. 31, 1900	OCLC: 14509863
Gold Crank	1896	N/A	Toledo, OH							n/a
Good Roads : an illustrated monthly magazine devoted to the improvement of the public roads and streets.	1892-1931	Monthly	New York, NY	*LAW Bulletin*		v. 1-6, 1892-1894 http://catalog.hathitrust.org/Record/011200768 v.22-v.28, 1895-1898 http://catalog.hathitrust.org/Record/008616773	1892-1895 Digital version?	v. 1, 1892 - v. 7, 1895	v. 1, 1892 - v. 7, 1895	OCLC: 1772882
Good Roads Magazine	1901-1909	Monthly	New York, NY	*Good Roads*				v. 2, 1901 - v. 3, 1902	v. 2, 1901 - v. 3, 1902	3860797
Illinois Cycling Club Life	1896	Monthly	Chicago, NY							OCLC: 270762430
Inter-State Cycler	1897	N/A	DesMoines, IA							N/A
Iron Age (not strictly cycling)	1867-1976	Weekly	New York, NY			v.42-v.109, 1888-1922 http://catalog.hathitrust.org/Record/009798831		various v. 81 - v. 112		OCLC: 5257259
Kansas City Cycler	1897	N/A	Wichita, KS							N/A
L.A.W. Bulletin and Good Roads	1895-1899	Weekly	Boston, MA	*L.A.W. Bulletin, Good Roads*	*Elliott's Magazine*		1895-1899, 1896-1899 microfilm Online through CRL: https://dds.crl.edu/crldelivery/4889	v. 21, 1895 - v. 29, 1899	v.21, 1895 - v. 29, 1899	OCLC: 8641380
L.A.W. Bulletin: a journal devoted to the interests of cycling in America	1885-1888	Weekly	Boston, MA		*Bicycling World and the L.A.W. Bulletin*			v. 1, 1885 - v. 6, 1888	v. 1, 1885 - v. 6, 1888	11761397
L.A.W. Gazette	1884	Weekly	New York, NY							OCLC: 38735330
L.A.W. Magazine	1900-1901	Monthly	Cleveland, Boston, New York, Chicago	*L.A.W. Bulletin and Good Roads*	*Good Roads Magazine*	v. 26-31, 1897-1901 http://babel.hathitrust.org/cgi/pt?id=mdp.39015023141032;view=1up;seq=7	1900-1901 (print and digital) Online through CRL: https://dds.crl.edu/crldelivery/5842	v. 31, 1900 - 1901	v.26 - v. 31, 1897-1901	OCLC: 10562003
L.A.W. Pointer	1892	N/A	Oshkosh, WI							
Lake Shore Wheelmen	N/A	Semi-monthly	Erie, PE							N/A
Loose Spokes	1897	Monthly	Moorestown, NJ							N/A
Maker and Dealer	1897	N/A	New York, NY							N/A
Michigan Cyclist	1897	Weekly	Grand Rapids, MI							OCLC: 176244308

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Minnesota Wheelman	1885	N/A	Minneapolis, MN							896726842
Motorcycle and Bicycle Illustrated	1917-	Weekly	New York, NY	*Bicycle News*						OCLC: 11827151
Motorcycling and bicycling	1915-1917	Weekly	Chicago, IL	*Motorcyling*	*Motorcycling and Bicycling Including the Bicycling World*					OCLC: 7541858
Motorcycling and bicycling including the bicycle world.	1917-1918	Weekly	Chicago, IL	*Motorcycling and Bicycling*		v. 18, 1918				OCLC: 7541853
New Haven Bicycle Herald	1883	N/A	New Haven, CT							
Official Bulletin and Scrapbook of the League of American Wheelman	1914-1924	Monthly	Boston, MA	*Bassett's Scrapbook*					1914-1921	OCLC: 317503587
Oilings	1896	Monthly	Sandusky, OH							N/A
Outing (not strictly cycling)	1882-1905	Monthly	New York, NY	*Outing and the Wheelman*	*Outing Magazine*	v.7-v.56, 1885-1910 http://catalog.hathitrust.org/Record/006060364	1884-1906 Microfilm; 1904-1911 microfilm	v. 13, 1888 - v. 64, 1915		OCLC: 10413228
Outing and the Wheelman	1884-1885	Monthly	Boston, MA	*Wheelman*	*Outing*	v.3-v.5, 1883-1885 http://catalog.hathitrust.org/Record/008893028	1884-1885 Microfilm			OCLC: 8030492
Outing Magazine	1905-1913	Monthly	New York, NY	*Outing*		v.47-v.62, 1905-1913 http://catalog.hathitrust.org/Record/006060365				OCLC: 8030507
Pacific Coast Wheelman and Athlete	1887-	Semi-monthly	San Francisco, CA							OCLC: 829740607
Pacific Cyclist	1894-1895	N/A	San Francisco, CA							N/A
Philadelphia Cycling Record	1884-1885	N/A	Philadelphia,PA							N/A
Pointer: L.A.W.	1888	N/A	Oshkosh, WI		*L.A.W. Pointer*					N/A
Prattler	1897	N/A	Fall River, MA							N/A
Recreation (Not strictly cycling)	1888-1917	Monthly	New York, NY		*Outdoor Recreation*	v. 47-v.57,1912-1917 http://catalog.hathitrust.org/api/volumes/oclc/3735561.html		v. 3, 1895 - v. 25, 1906		OCLC: 755007638
Referee and Cycle Trade Journal	1892-1897	Weekly	Chicago and New York	*Referee and Gentlemen's Journal*	*Cycle Age and Trade Review*			v. 9, 1892 - v. 18, 1897	v.9 1892- v.18 1897	34495978
Referee and Gentlemen's Journal	1888-1891	Weekly	Chicago, IL		*Referee & Cycle Trade Journal*					OCLC: 320375062
Review of Cycling		Annual	Chicago, IL							N/A
Scorcher	1898	N/A	Chicago, IL							OCLC: 270794777
Southern Cycler	1894-1897	Monthly	Louisville, KY							N/A
Southern Cycler	1884	Monthly	Memphis, TN							N/A
Southern Cylclist	1897	N/A	New Orleans, LA							N/A
Southern Wheelman	1896	N/A	Atlanta, GA							N/A
Sporting and Theatrical Journal	1884-1888	N/A	Chicago, IL							OCLC: 317990433
Sporting Life	1883-1924	Weekly	Philadelphia, PA		*Sportlife*					OCLC: 58799040
Sporting Times	1868-1869	Weekly	Boston, MA							OCLC: 38419082
Sportsmen's Review and Bicycle News	1892-1898	Semi-monthly	Chicago, IL		*Sportsmen's Review*					OCLC: 47188265 LOC https://lccn.loc.gov/2001206623
Springfield Wheelmen's Gazette	1883-1886	Monthly	Springfield, MA		*Wheelman's Gazette*			v. 2, 1884 - v. 3, 1886	1884-1885	OCLC: 34123741
Sprocket	1897	N/A	Toledo, OH							N/A
Star Advocate	1885-1889	Monthly	East Rochester, NH							N/A
Velocipede Messenger	1869	N/A	Chicago, IL							N/A
Velocipedist	1869	Monthly	New York, NY					v. 1, 1869	1869	OCLC: 501020294
Vermont Bicycle	1886	Monthly	West Randolph, VT							N/A
Western Cyclist	1884-1885	Semi-monthly	Ovid, MI							OCLC: 783147192
Western Cyclist and Western Wheelman	1897	Semi-monthly	Omaha, Kansas City, Cedar Rapids							N/A

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Western Wheelman	1896	weekly	Grand Rapids, MI							OCLC: 16971892
Wheel and Cycling Trade Review	1888-1900	Weekly	New York, NY		*Bicycling World and Motorcycle Review*	v.1-v.10, 1888-1893 http://catalog.hathitrust.org/Record/008616610		v. 1, 1888 - v. 26, 1900	1888-1900	OCLC: 33903463
Wheel and Recreation	1886-1888	Weekly	New York, NY	*Wheel*	*Wheel and Cycling Trade Review*					OCLC: 34305599
Wheel Talk	1895-1897	Bi-Weekly	Chicago, IL							OCLC: 70889640
Wheel: A journal of cycling	1880-1900	Weekly	New York, NY		*Wheel and Recreation*			v.1, 1880 - v. 13, 1888	v.1, 1880- v. 13, 1888	OCLC: 34305563
Wheeling: an up to date cycling paper	1899	Weekly	Los Angeles, CA							OCLC: 20174868
Wheelman	1882-1883	Monthly	Boston, MA		*Outing and the Wheelman*	v.1-v.2, 1882-1883 http://catalog.hathitrust.org/Record/001277820	1882-1883		v.1-v.2, 1882-1883	OCLC: 1769807
Wheelman's Gazette	1883-1908	Monthly	Springfield MA, then Indianapolis	*Springfield Wheelman's Gazette*					1886-1889	OCLC: 34123822
Wheelwoman	1895-1897	Monthly	Boston, MA							N/A
Wisconsin Cyclist	1897	Monthly	Milwaukee, WI							N/A
Yale Cyclist	1884-1886	Annual	New Haven, CT							49500570
Zig-Zag Cycler	1897	Montly	Indianapolis, IN							N/A