

The *Companhia Ferro Carril de Cachamby*: local sociability networks and their multiple interests in the development of the Engenho Novo parish (Rio de Janeiro, 1878-1890)

A *Companhia Ferro Carril de Cachamby*: redes de sociabilidades locais e seus múltiplos interesses no desenvolvimento da freguesia do Engenho Novo (Rio de Janeiro, 1878-1890)

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Abstract

Focusing on the period between 1878 and 1890, our article discusses the processes of conception, assembly and liquidation of *Companhia Ferro Carril de Cachamby*. The existence of the project is in line with the emergence and development of the urban parish of Engenho Novo, located in the city of Rio de Janeiro. During the period under review, the country's capital experienced significant demographic growth and consequent pressure for housing, work and services. Among the latter, transport. To carry out the research, we consulted sources relating to property tax, company registration with the Commercial Board and inspection of the tram service, as well as newspapers, legislation and various periodicals. Through them, we demonstrate that residents, owners and traders of Engenho Novo were protagonists in the corporate body of that company. Many of them were literate, capitalized and active men in the sociability spaces of that parish. They invested in the development of the region through the tramways.

Keywords: Associativism, Trams, Local history, Urban history, Local economy.

Resumo

Recortado entre os anos de 1878 e 1890, o nosso artigo discute os processos de concepção, montagem e liquidação da *Companhia Ferro Carril de Cachamby*. A existência do empreendimento dialoga com o surgimento e o desenvolvimento da freguesia urbana do Engenho Novo, localizada na cidade do Rio de Janeiro. No período em quadro, a capital do país conheceu expressivo crescimento

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demográfico e consequente pressão por moradia, trabalho e serviços. Entre estes últimos, transportes. Para realizar a pesquisa, compusmos fontes relativas ao imposto predial, ao registro de firmas na Junta Comercial e à fiscalização dos bondes, mais jornais, legislação e periódicos diversos. Por meio delas, demonstramos que moradores, proprietários e negociantes do Engenho Novo foram protagonistas no corpo societário daquela empresa. Muitos deles eram homens letrados, capitalizados e ativos nos espaços de sociabilidades da referida freguesia. Eles apostaram no desenvolvimento da região por meio dos trilhos de ferro.

Palavras-chave: Associativismo, Bondes, História local, História urbana, Economia local.

Introduction

In the period analyzed in this article, according to the 1872 and 1890 census, the population of Rio de Janeiro almost doubled. The expressive growth is justified by the immigration of poor Europeans, mainly Portuguese, and the migration of black or mixed-race individuals who were freed from slavery. The arrival of those individuals overcrowded the central areas and intensified the occupation of the outskirts and suburbs. They sought better opportunities in a space that diversified manufacturing, created new services and established the first industries. There was great demand for housing, public services and means of transportation¹. The first railways that crossed the Brazilian capital opened some stations in the suburbs. Companies operating horse-drawn trams were also created. For this reason, real estate speculation brought a lot of money to the landowners whose properties were located around the railways and tramlines².

¹ Among others: CHALHOUB, Sidney. *Machado de Assis: historiador*. São Paulo: Cia. das Letras, 2003. LOBO, Eulália M. L. *História do Rio de Janeiro (do capital comercial ao industrial e financeiro)*. Rio de Janeiro: IBMEC, 1978. LOBO, Eulália M. L.; STOTZ, Eduardo N. "Formação do operariado e movimento operário no Rio de Janeiro, 1870-1894". *Estudos Econômicos*, n. 15, 1985, p. 49-85. RIBEIRO, Gladys S. *O Rio de Janeiro dos fados, minhotos e alfacinhas: o antilusitanismo na Primeira República*. Niterói: Ed. UFF, 2017. CHALHOUB, Sidney. *Visões da liberdade: uma história das últimas décadas da escravidão na corte*. 1^a reimp. São Paulo: Cia. das Letras, 1990.

² Among others: OLIVEIRA, Luiz P. L. de. *Caminhos do subúrbio carioca: papel das antigas estradas na formação dos bairros da região de Inhaúma*. Master's Dissertation. Urbanism Master's Program. Rio de Janeiro: UFRJ, 2015. SILVA, Maria L. P. da. *Transportes coletivos na cidade do Rio de Janeiro: tensões e conflitos*. Rio de Janeiro: SMCTE/DGDIF/DE, 1992. FERNANDES, Nelson da N. *O rapto ideológico da categoria subúrbio: Rio de Janeiro (1858-1945)*. Rio de Janeiro: Apicuri/Faperj, 2011. BENCHIMOL, Jaime L. *Pereira Passos: um Haussmann tropical: renovação urbana da cidade do Rio de Janeiro no início do século XX*. Rio de Janeiro: SMCTE/DGDIF/DE, 1992. ABREU, Maurício de A. *Evolução urbana do Rio de Janeiro*. 4^a ed. Rio de Janeiro: IPP, 2006. DUNLOP, Charles. *Os meios de transporte do Rio antigo*. Rio de Janeiro: SD, 1972. NORONHA SANTOS, Francisco A de. *Meios de transporte no Rio de Janeiro: história e legislação*. Vol. 1. 2^a ed. Rio de Janeiro: SMC/DGDIC/DE, 1996. WEID, Elisabeth von der. *O bonde como elemento de expansão do Rio de Janeiro*. Rio de Janeiro: FCRB, 1997. LOPES,

The creation and development of the urban parish called Nossa Senhora da Conceição do Engenho Novo (Our Lady of Conception of Engenho Novo) must be understood within that process. It was created by Decree n. 5,494, of 10th November 1873. To define its limits, the parishes of Inhaúma, São Cristóvão and Engenho Velho were separated. In the new political-administrative space, the population density increased significantly from 1858 onwards, with the inauguration of the Engenho Novo train station linked to the *Dom Pedro II Railway* (hereinafter *EFDPII*). Passenger service began shortly thereafter. From then until the 1870s, the Duque Estrada Meyer family made a great deal of money selling parts of their land, especially those near the railway line³. Not by chance, in the middle of that last decade, combining the need for the distribution of people and goods, the tracks of the *Companhia Ferro Carril da Villa Isabel* (hereinafter Villa Isabel) reached the left side of the train station. At the same time, the company provided stagecoaches for the right side.

To better guide our readers, a brief explanation follows. To define the left and right sides of the *EFDPII*, our reference is the train journeys that left from the central stations and followed, in this order, to the Riachuelo, Engenho Novo, Todos os Santos and Engenho de Dentro stations. For us, the train conductor position facing the railway defines the left and the right sides of the respective stops. All of them are cited in the article. The last was opened in 1871 and was located on the border of Engenho Novo parish. Opposite to the first and third that were opened, respectively, in 1869 and 1868. At the end of the text, for better spatial understanding, we reproduced part of a blueprint that was elaborated in 1900 by public authorities. We georeferenced the stations and signaled dozens of other relevant spaces referring to people and places linked to our object of study.

The project of the *Companhia Ferro Carril de Cachamby* (hereinafter *CFCC*) was a response to the precariousness of stagecoaches. This new initiative resulted from the organization of an expressive number of traders and landowners with interests on the right side of the *EFDPII*. The group was

Gabriel de O. G. *Antigo arrabalde, novo subúrbio: o impacto da implantação do sistema de bondes na freguesia de Jacarepaguá (1870-1890)*. Master's Dissertation. History Master's Program. Seropédica, RJ: UFRRJ, 2022.

CARVALHO, Lia de A. *Contribuição ao estudo das habitações populares: Rio de Janeiro, 1866-1906*, 2^a ed. Rio de Janeiro: SMCTE/DGDIF/DE, 1995.

³ Up to this point: BRASIL. *Collecção das leis do Império do Brasil de 1873. Parte XXXVI. Parte II. Volume 1*. Rio de Janeiro: Typ. Nacional, 1874, p. 1.002-1.003. LIMA, Rachel G. de. *Senhores e possuidores de Inhaúma: propriedades, famílias e negócios da terra no rural carioca “oitocentista” (1830-1870)*. Doctorate Thesis. History Doctorate Program. Niterói: UFF, 2016, p. 74 e 94. SERFATY, Elaina R. C. *No trilho dos direitos: os trabalhadores da Estrada de Ferro Central do Brasil (Rio de Janeiro, 1865-1922)*. Doctorate Thesis. History Doctorate Program. Rio de Janeiro: PUC, 2024, p. 39.

concentrated between the Engenho Novo and Todos os Santos stations and their two main streets, perpendicular to the railway. The concession was approved in 1878 and granted to José Cândido Pereira do Lago (hereinafter Lucídio Lago), the owner of some land who lived in the Engenho Novo parish and was linked to the local social networks⁴. The tram service started in 1880, with a capital of 150:000\$000rs. Almost half of which, as we shall see, was provided by the referred group. However, it was a small business if compared to their neighbors. The *Companhia Ferro Carril de São Christóvão* started their operations with 3,000,000\$000rs, invested by foreigners. The *Villa Isabel* had 2,000,000\$000rs to run their business. This money was invested by national capitalists linked to the real estate market⁵.

The Engenho Novo parish did not exist in the 1872 Census, but in 1890, around 5% of the inhabitants of the capital of the newly proclaimed republic lived there. They were in an area still considered urban, with almost six thousand properties. Many had water and electricity services. There were also hundreds of commercial establishments, 23 schools, and 3 theaters. In 1889, the had 9,400 meters of tracks. As we will demonstrate, the railway led to significant building work and an increase in rental value, something that certainly satisfied the shareholders who lived, had businesses, and owned property in the region. Regarding the length of the line, compared to neighboring companies, the modest size of Lucídio Lago's business was confirmed over time. In that same year, the *Companhia Ferro Carril de São Christóvão* reached 56,878 meters, while Villa Isabel reached 37,272 meters.⁶

⁴ The local social networks that linked Lucídio Lago to the parish of Engenho Novo, as we shall see, were built around clubs, brotherhoods, devotions, economic ventures, and public offices. They were anchored in the material and immaterial interests of the propertied class, without disregarding its various segments and factions. Alliances and conflicts were experienced in those spaces of coexistence, because “capital is not a thing, but a social relation between persons”. MARX, Karl. *O Capital: crítica da economia política. Livro 1: o processo de produção do capital*. São Paulo: Boitempo, 2013, p. 1016-1017. The analysis of those local social networks is also anchored in concepts of *configuration* (ELIAS, Norbert. *A sociedade dos indivíduos*. Rio de Janeiro: Jorge Zahar Ed., 1994) and *habitus* (BOURDIEU, Pierre. *A economia das trocas simbólicas*. São Paulo: Perspectiva, 2007).

⁵ *Companhia Ferro Carril de Cachambi* (1879), Book 16, Register 339, page 290, Junta Comercial do Rio de Janeiro, Arquivo Nacional (hereinafter JCRJ, AN). About values and investors of other companies: LOPES, Gabriel de O. G., op. cit., p 72-73. WEID, Elisabeth von der, op. cit., p. 10 e 13.

⁶ Up to this point: BRASIL. *Recenseamento geral da República dos Estados Unidos do Brazil em 31 de dezembro de 1890: Distrito Federal, capital da República dos Estados Unidos do Brazil*. Rio de Janeiro, Typ. Leuzinger, 1895, p. 23, 33-36 and 38-39. *JORNAL do agricultor: Princípios práticos: Sciencias agrícolas, veterinária e economia rural e doméstica. Anno XI - Tomo XXI*. Rio de Janeiro: Typ. Carioca, 1889, p. 111. *O Paiz*, 18 Aug 1890.

Lucídio Lago and Engenho Novo: networks of social relations and local interests

Between 1878 and 1890, Lucídio Lago was a customs broker and small capitalist in the Engenho Novo parish⁷. First, because he chose that place to live, his address was at 4, Barão do Bom Retiro Street (still existing)⁸. His address was served by both companies, *Villa Isabel* and the Engenho Novo station, which belonged to *EFDPII*. On a regular basis, Lucídio Lago crossed to the right side of the railway stop, where the Engenho Novo square was located – and is until these days. There, Dom Pedro II street started (currently, Arquias Cordeiro street), which followed parallel to the railway toward the Todos os Santos and Engenho de Dentro stations, where the workshops of that railway were located. At Dom Pedro II street, he was occupied with both a estate he owned at nº 7-A, and *CFCC*, at nº 2, where he was a shareholder and held important positions, such as the presidency of the company⁹.

Also on Dom Pedro II street, near Todos os Santos station, Lucídio Lago used to enter the Imperial street (currently, Aristides Caire street), which followed perpendicular to the railway. At the start of that street, he attended and sometimes directed (as president and deputy president) the *Grêmio Dramático Familiar São João Baptista* (São João Baptista Family Drama Association) – hereinafter *Grêmio*¹⁰. According to its bylaws, the objective of that association, which existed between 1876 and 1889, was to promote cultural activities in its theater. To take part in the events and enjoy its benefits, partners had to be “distinct” and “of good moral”. Following social hierarchies, the entrance of pages, servants, maids, and enslaved individuals in the shows was forbidden¹¹. Newspapers of the time reported how frequent recitals, dance parties and theater plays were¹². In the period of this study,

⁷ ALMANACK Popular do Rio de Janeiro e Imperial cidade de Nictheroy para 1879. Rio de Janeiro: Typ. Carioca, 1879, p. 274-275.

⁸ ALMANAK Administrativo, Mercantil e Industrial do Império do Brazil para 1883. Rio de Janeiro: H. Laemmert & C, 1883, p. 1.273.

⁹ Código 11º Distrito (Ano 1885-1886), page 20, Imposto Predial, Fundo Câmara Municipal, Arquivo Geral da Cidade do Rio de Janeiro (hereinafter IP, FCM, AGCRJ). *Companhia Ferro Carril de Cachambi* (1879), Book 16, Register 339, page 290v, JCRJ, AN. *Companhia Ferro Carril de Cachambi* (1886), Book 25, Register 531, page s.n., JCRJ, AN.

¹⁰ *O Cruzeiro*, 9 Oct 1878. *Diário de Notícias*, 2 Oct 1887. *Jornal do Commercio*, 15 May 1889.

¹¹ ESTATUTOS do Grêmio Dramático Familiar S. João Baptista (em Todos os Santos). Rio de Janeiro: Typ. Allemã de Lourenço Winter, 1876.

¹² *Gazeta de Notícias*, 13 Jan 1877. *O Cruzeiro*, 12 Nov 1878. *Gazeta da Noite*, 30 Jun 1879. *Gazeta de Notícias*, 6 Mar 1880. *Diário de Notícias*, 21 Sep 1885. *Diário de Notícias*, 16 Oct 1886. *Diário de Notícias*, 18 Oct 1887. *Diário de Notícias*, 31 Mar 1888.

those organizations prospered and dialogued to each other, always keeping expressive markers of class and race¹³.

Back to Dom Pedro II street, Lucídio Lago followed countless times to the Todos os Santos station. When returning to the left side of the railway, the same where his house was located, he faced Nossa Senhora das Dores street (currently, Almirante Calheiros da Graça street), a challenging slope perpendicular to the railway line. It was there that the customs broker and small capitalist would make his way to the Chapel of Our Lady of Sorrows – which is still there these days¹⁴. The religious activities of that time were carried out by laymen who lived in the neighborhood. They grouped in an entity very similar to a brotherhood, which gathered individuals with the same profile¹⁵. Lucídio Lago occupied the most relevant positions in the board of *Devoção de Nossa Senhora das Dores* (hereinafter *Devoção*), as judge and secretary, which shows his importance in the group, as well as the social profile of its members¹⁶.

Lucídio Lago was also a member in another religious institution in the Engenho Novo parish. When coming back to Dom Pedro II street, he could also go through the opposite way, going through Imperial street and back to the Engenho Novo square. However, instead of crossing the railway again and going back home, he would, many times, go ahead. After crossing the square, he would walk along Souza Barros street (still existing) reaching the Imaculada Conceição square (currently, Monsenhor Amorim street). There, the Our Lady of Conception of Engenho Novo church was located, and is until these days. It was the main church of that parish. The original temple was built by Antonio Pereira de Souza Barros (same as the street of the same name, who was a Baron of Engenho Novo) on his own land¹⁷. In the main religious building of the place, there was a brotherhood devoted to the same patron saint, where Lucídio Lago held the position of head of its governing board¹⁸.

¹³ PEREIRA, Leonardo A. de M. *A cidade que dança: clubes e bailes negros no Rio de Janeiro (1881-1933)*. Campinas: Ed. Unicamp; Rio de Janeiro: Ed. UERJ, 2020. PENNA-FRANÇA, Luciana. *Teatro amador no Rio de Janeiro: associativismo dramático, espetáculos e periodismo (1871-1920)*. Doctorate Thesis. History Doctorate Program. Niterói: UFF, 2016.

¹⁴ The Capela de Nossa Senhora das Dores was opened in 1877. *O Apóstolo*, 6 May. 1877.

¹⁵ Among others: SCARANO, Julita. *Devoção e escravidão: a Irmandade de Nossa Senhora do Rosário dos Pretos no Distrito Diamantino no século XVIII*. São Paulo: CEN, 1976. BOSCHI, Caio C. *Os leigos e o poder: irmandades leigas e política colonizadora em Minas Gerais*. São Paulo: Ática, 1986.

¹⁶ *Gazeta de Notícias*, 20 Sep 1881. *Jornal do Commercio*, 15 May 1889. ALMANAK...1883, op. cit., p. 1.273.

¹⁷ BRASIL GERSON. *Histórias das ruas do Rio de Janeiro*. Rio de Janeiro: PDF/SGEC, /s.d./, p. 347.

¹⁸ ALMANAK Administrativo, Mercantil e Industrial da corte e província do Rio de Janeiro, inclusive a cidade de

The position held by the custom broker and small capitalist within the “good society” of the Engenho Novo parish, also enabled his entrance in very specific spaces of public power by means of election processes. Dialectically, this reinforced the construction of a solid economy from his interactions with his peers. He could also be observed in the electoral qualification board and as a justice of the peace of that place¹⁹. This study does not analyze the electoral reforms of that period. However, it seems relevant to point out that in the qualification board, whose representatives were chosen by the electoral college of each parish, Lucídio Lago controlled the voting rights of those who went to the polls. In the justice of the peace office, the possibility of interference was even more effective, as the position allowed for the organization of elections at the polling stations and qualification boards²⁰.

CFCC and the networks involving Lucídio Lago

The importance of the most diverse social networks that involved Lucídio Lago and the Engenho Novo parish seems evident. They also shaped and were shaped by economic interests. This also applies to the CFCC creation and management. Between 1878 and 1890, the shareholder who most shared organization experiences with Lucídio Lago was the lawyer João Monteiro da Luz, who was the *Grêmio* deputy president, judge of *Devoção* and head of the *Irmandade de Nossa Senhora da Conceição do Engenho Novo* – hereinafter *Irmandade* (Brotherhood). That lawyer and shareholder lived on Martins Lage street (still existing), which started at Engenho Novo square and went up the Vintém hill²¹. Perpendicular to *EFDPII* on its right side, João Monteiro da Luz address was opposite Barão do Bom Retiro street, where the CFCC shareholder used to live.

Other four shareholders attended the *Grêmio* exclusively. Max Von Sydow was a piano and singing teacher, held the presidency of that institution and lived near its headquarters at 4, Imperial street. At CFCC, he was a director

Santos, província de S. Paulo para o anno de 1879. Rio de Janeiro: Eduardo & Henrique Laemmert, 1879, p. 221 (appendix).

¹⁹ *O Globo*, 3 Sep 1875. *Jornal do Commercio*, 10 Jan 1883. *Gazeta de Notícias*, 18 Jan 1888.

²⁰ SOUZA, Felipe A. e. *O eleitorado imperial em reforma*. Recife: Fundaj/Massangana, 2014. p. 83-84. SOUZA, Alexandre de O. B. de. *Das urnas para as urnas: o papel do juiz de paz nas eleições do fim do império (1871-1889)*. Master's Dissertation. History Master's Program, Vitória: UFES, 2012, p. 99-106, 133-150.

²¹ Up to this point: *ALMANAK Administrativo, Mercantil e Industrial da corte e província do Rio de Janeiro, inclusive a cidade de Santos, província de S. Paulo para o anno de 1880*. Rio de Janeiro: Eduardo & Henrique Laemmert, 1880, p. 223 and 537. *Correio do Brasil*, 17 Dec 1872. *Gazeta de Notícias*, 9 Oct 1889.

and president²². The medical doctor José Cândido Lacerda Coutinho lived and worked at Dom Pedro II street, n. 28. He was also deputy president of that cultural group²³. In that institution, Lourenço Winter was never in a management position, but as the owner of the *Typographia Allemã*, published its bylaws and those of *CFCC*. The editor lived at 2, Visconde de Tocantins(still existing), which was parallel to Dom Pedro II street and was a block away from the Imperial street²⁴. Aarão Leal de Carvalho Reis was an engineer and founder of the *Clube de Engenharia* (Engineering Club). At the *Grêmio*, he was discreet but managed the tram company and coordinated its building works. There is no evidence that he lived in Engenho Novo, but he participated in petitions organized by property owners and business owners in the regiono²⁵.

Three shareholders participated simultaneously in the *Grêmio* and in the *Devoção*. Cláudio José da Silva was a member in the former and attorney for the other, taking part in the governing board along with João Monteiro da Luz. That first individual was the concessionaire for public lighting in the suburbs when he lived on Marques Leão Street, which was parallel to Martins Lage Street. Later, he lived at the latter address and moved to 23, Engenho de Dentro Street (currently, Dias da Cruz Street). His new house was on the left side of the railway line, where the *Devoção* was located, and near the Engenho de Dentro boom gate of the *EFDPII* railway. Between the Engenho Novo and Todos os Santos stations, the level crossing, known as “Perna de Pau” (Wooden Leg), allowed crossing between the latter location and Dom Pedro II Street – today, this section no longer exists, having been occupied by the Méier station of the Central do Brasil railway²⁶.

²² ALMANAK...1880, op. cit., p. 562, 667 e 714. ALMANAK...1883, op. cit., p. 776. Companhia Ferro Carril de Cachambi (1886), Book 25, Register 531, page s.n., JCRJ, AN. Código 55.1.13, pages 7-8, Fundo Câmara Municipal, Série Carris, Arquivo Geral da Cidade do Rio de Janeiro (hereinafter FCM, SC, AGCRJ). Código 55.1.14, page 91v, FCM, SC, AGCRJ. Código 11º Distrito (Year 1885-1886), fl. 36, IP, FCM, AGCRJ.

²³ ALMANAK...1879, op. cit., p. 223 (appendix) and 652. ALMANAK Administrativo, Mercantil e Industrial do Império do Brasil para 1885. Rio de Janeiro: Laemmert & C., 1885, p. 743. Companhia Ferro Carril de Cachambi (1886), Book 25, Register 531, page s.n., JCRJ, AN.

²⁴ A Reforma, 16 out. 1878. ALMANAK...1885, op. cit., p. 903. ESTATUTOS do Grêmio..., op. cit. ESTATUTOS da Companhia Ferro-Carril de Cachamby aprovados em Assemblea Geral em 9 de dezembro de 1884. Rio de Janeiro: Typ. de Lourenço Winter, 1885, p. 3. Código 55.1.14, FCM, SC, AGCRJ. Código 11º Distrito (Year 1885-1886), page 56, IP, FCM, AGCRJ. Companhia Ferro Carril de Cachambi (1886), Book 25, Register 531, page s.n., JCRJ, AN.

²⁵ O Cruzeiro, 9 Oct 1878. Gazeta de Notícias, 2 Nov 1879. Gazeta de Notícias, 17 Apr 1880. Código 55.1.14, pages 228-229v, FCM, SC, AGCRJ. Companhia Ferro Carril de Cachambi (1879), Book 16, Register 339, pages 284 e 290v, JCRJ, AN. SALGUEIRO, Heliana A. Engenheiro Aarão Reis: o progresso como missão. Belo Horizonte: FJP, 1997.

²⁶ Up to this point: A Reforma, 16 Oct 1876. ALMANAK...1880, op. cit., p. 537. ALMANAK...1883, op. cit., p. 115. ALMANAK Administrativo, Mercantil e Industrial da corte e província do Rio de Janeiro, inclusive a cidade de Santos, província de S. Paulo para o anno de 1877. Rio de Janeiro: Eduardo & Henrique Laemmert, 1877, p. 455. Diário de Notícias, 13 Dec 1886. Companhia Ferro Carril de Cachambi (1886), Book 25, Register 531, page n., JCRJ,

The other shareholder was Coriolano Augusto Alves de Oliveira, very active in the *Grêmio*, where he was deputy secretary, deputy president and scene director. In the group theater, he acted in plays he had written. A man of letters, he wrote articles in periodicals and became editor of the *Gazeta Suburbana*, which, based in Todos os Santos, was a pioneer in discussing the problems of the peripheries. Dialectically concerned with popular education, Coriolano Augusto Alves de Oliveira donated books to the Sociedade Musical Progresso do Engenho de Dentro, which, formed by employees of the *EFDPII* offered night classes to workers. Together with Lourenço Winter, editor of the *Typographia Allemã*, he organized the “Exposição Suburbana” (Suburban Exhibition) in Todos os Santos and planned the creation of the Liceu dos Operários (Workers’ Lyceum). In addition, at the *Devoção* school, he participated in committees that supported the work of the governing board²⁷.

José Joaquim Borges Monteiro, took part in the *Grêmio* board and was attorney for the *Devoção* when Lucídio Lago was its judge. Alongside Coriolano Augusto Alves de Oliveira, he participated in charity actions promoted by entities near the *EFDPII* stations. Although José Joaquim Borges Monteiro resided on the Candelária street, downtown, he had relatives in the Engenho Novo parish. His mother lived at Glória street (currently, Capitão Resende street), n. 2. That street crossed Imperial street, but at its end it reached Dom Pedro II street. At CFCC, he was more involved than his other two colleagues and was elected secretary²⁸.

Four shareholders were exclusive members of *Devoção*. Carlos Delamare was in charge of the Repartição Geral dos Telégrafos (General Telegraph Office)

AN. Código 11º Distrito (Year 1885-1886), fl. 27, IP, FCM, AGCRJ. Código 55.1.13, page 8, FCM, SC, AGCRJ. Código 55.1.14, pages 91-91v, 114-114v, 208-208v, FCM, SC, AGCRJ.

²⁷ Up to this point: *O Cruzeiro*, 9 Oct 1878. *Gazeta da Tarde*, 25 Apr 1882. *Gazeta de Notícias*, 30 Aug 1882. *Gazeta Suburbana*, 1 Jun 1884. *Diário de Notícias*, 21 Sep 1885. *Diário de Notícias*, 10 Oct 1885. *Diário de Notícias*, 17 Feb 1886. *O Paiz*, 8 Mar 1887. *Diário de Notícias*, 8 Oct 1887. *Diário de Notícias*, 8 Sep 1888. *Companhia Ferro Carril de Cachambi* (1886), Book 25, Register 531, page s.n., JCRJ, AN. GOMES, Camilla E. D. “*Instruam o operário*”: *projetos, disputas e demandas por instrução para trabalhadores na imprensa do Engenho de Dentro (1890-1905)*. Master’s Dissertation. Education Master’s Program. Niterói: UFF, 2019, p. 53-54. BEAKLINI, Adriana V. *Da escola nas oficinas à oficina como escola: sujeitos, circulação e apropriação de modelos de educação profissional na Estrada de Ferro D. Pedro II (1882-1906)*. Doctorate Thesis. Education Doctorate Program. Rio de Janeiro: UERJ, 2018, p. 169-170. SERFATY, Elaina R. C. *Pelo trem dos subúrbios: disputas e solidariedades na ocupação do Engenho de Dentro (1870-1906)*. Master’s Dissertation. History Master’s Program. Rio de Janeiro: PUC, 2017, p. 18, 21, 71-73. MENDONÇA, Leandro C. *Nas margens: experiências de suburbanos com periodismo no Rio de Janeiro*. Master’s Dissertation. History Master’s Program. Niterói: UFF, 2011. MENDONÇA, Leandro C. *Jornalismo como missão: militância e imprensa nos subúrbios cariocas, 1900-1920*. Doctorate Thesis. History Doctorate Program. Niterói: UFF, 2017, p. 42.

²⁸ Up to this point, all in: ALMANAK...1883, op. cit., p. 1.273. *O Paiz*, 3 Mar 1885. *Diário de Notícias*, 20 Aug 1885. *Diário de Notícias*, 2 Oct 1887. *Diário de Notícias*, 9 Oct 1888.

and lived at 14, Todos os Santos street (currently, José Bonifácio street). That street started at Dom Pedro II street, was perpendicular to *EFDPII* and was separated from Nossa Senhora das Dores street by the railway. As we know, this was the address of the brotherhood where Carlos Delamare was definer and treasurer in administrations that included Lucídio Lago, Cláudio José da Silva, and João Monteiro da Luz²⁹. Theóphilo Nunes Pires was also a definer and resided at 11, Getúlio street (still existing), where he owned another estate³⁰. Perpendicular to the railway on the right side, this street was between the Todos os Santos and Imperial streets. José Vaz de Carvalho occupied the same position, but we are not sure of his street³¹. Dona Carlinda do Lago was a lady-in-waiting at the *Devoção*. Daughter of Lucídio Lago, she resided at 45, Engenho de Dentro Street. However, women did not vote in the *CFCC*³².

João Ferreira Bernardino and Francisco do Carmo Gomes Diniz marked exclusive presence in the *Irmandade*. The latter was a canon and resided at 3, Mauá Street (currently, Ferreira de Andrade Street). It began at the end of Imperial Street and continued towards the innermost parts of Cachambi, far from the *EFDPII*. The religious figure was treasurer of the confraternity during the same administration that included João Monteiro da Luz as provost. In addition, Francisco do Carmo Gomes Diniz held significant positions in the Catholic hierarchy, serving as chaplain of the Naval Battalion and prior of the religious institution³³. The former *CFCC* shareholder was treasurer of the festivities of the *Irmandade*. He was probably a trader at the Saco do Alferes square, downtown. João Ferreira Bernardino lived in a chalet at 1-A, Cachambi

²⁹ *Gazeta de Notícias*, 20 Sep 1881. *ALMANAK...1880*, op. cit., p. 537. *ALMANAK Administrativo, Mercantil e Industrial da corte e província do Rio de Janeiro, inclusive a cidade de Santos, província de S. Paulo para o anno de 1876*. Rio de Janeiro: Eduardo & Henrique Laemmert, 1876, p. 409. *Companhia Ferro Carril de Cachambi* (1886), Book 25, Register 531, page s.n., JCRJ, AN. Códice 11º Distrito (Year 1885-1886), fl. 14, IP, FCM, AGCRJ.

³⁰ *Gazeta de Notícias*, 9 Dec 1883. *Companhia Ferro Carril de Cachambi* (1886), Book 25, Register 531, page s.n., JCRJ, AN. Códice 11º Distrito (Year 1885-1886), pages 33-34, IP, FCM, AGCRJ.

³¹ *Gazeta de Notícias*, 20 Sep 1881. *Companhia Ferro Carril de Cachambi* (1886), Book 25, Register 531, page s.n., JCRJ, AN.

³² *Gazeta de Notícias*, 8 Oct 1882. *O Apóstolo*, 7 Dec 1887. *Gazeta de Notícias*, 22 May 1889. *Jornal do Commercio*, 24 May 1889. *Companhia Ferro Carril de Cachambi* (1886), Book 25, Register 531, page s.n., JCRJ, AN. *ESTATUTOS da Companhia...*, op. cit., p. 7, Códice 55.1.14, FCM, SC, AGCRJ.

³³ *Correio do Brazil*, 17 Dec 1872. *O Apóstolo*, 6 Oct 1880. *O Apóstolo*, 5 Sep 1884. *ALMANAK Administrativo, Mercantil e Industrial da corte e da província do Rio de Janeiro, inclusive alguns municípios da província e a cidade de Santos para o anno de 1873*. Rio de Janeiro: Eduardo & Henrique Laemmert, 1873, p. 264. *Companhia Ferro Carril de Cachambi* (1886), Book 25, Register 531, page s.n., JCRJ, AN. Códice Légua (Year 1875-1876), page 27, IP, FCM, AGCRJ. Códice 11º Distrito (Year 1885-1886), page 42, IP, FCM, AGCRJ.

Street³⁴. An important crossing, it started on Glória street and followed straight away up to the Santa Cruz road (currently, Dom Hélder Câmara avenue).

Jorge Naylor and Pedro Guedes de Carvalho were also members of the *Irmandade* board but occupied the position of sub-delegate of the Engenho Novo parish³⁵. There was a close relationship between sub-delegates and justices of the peace, a role held by Lucídio Lago. The first of them, a commander, made a career as an officer in the Secretariat of the Chamber of Deputies and was a CFCC director. At the *Grêmio*, to make the establishment of the aforementioned tram company viable, he organized meetings with residents and property owners in the neighborhood. He resided at 17, General Belegarde Street (still existing)³⁶. The street began on Barão do Bom Retiro Street, where Lucídio Lago lived. The other shareholder was also a career civil servant (an official in the State Secretariat for Imperial Affairs) and manager of CFCC. He lived at 38-F, Lucídio Lago Street (still existing), which was perpendicular to Dom Pedro II Street and near the Engenho Dentro boom gate³⁷.

Other four shareholders belonged to Lucídio Lago networks, linked to his public activities. Francisco Cândido Rodrigues was justice of the peace in the Engenho Novo parish, and a partner in the transport company. An experienced solicitor, he served as secretary to the CFCC. He resided on Rua Barão do Bom Retiro and at 14, Largo Matriz do Engenho Novo (also Praça Imaculada Conceição)³⁸. The other three individuals lived a little farther from the *EFDPII* stations in Engenho Novo and Todos os Santos. José Lascazas Netto was justice of the peace and sub-delegate in the Inhaúma parish, which bordered with Engenho Novo. His house was on Santa Cruz Road, close to the Pilares way, where he had a grocery store. He sometimes acted in the *Grêmio*

³⁴ *Diário de Notícias*, 17 Jul 1888. *ALMANAK Administrativo, Mercantil e Industrial da corte e província do Rio de Janeiro, inclusive a cidade de Santos, da província de S. Paulo para o anno de 1881*. Rio de Janeiro: H. Laemmert & C., 1881, p. 1.010. *Companhia Ferro Carril de Cachambi* (1886), Book 25, Register 531, page s.n., JCRJ, AN. Códice 11º Distrito (Year 1885-1886), page 14, IP, FCM, AGCRJ.

³⁵ *ALMANAK...1879*, op. cit., p. 222 (appendix). *Gazeta de Notícias*, 18 Dec 1881. *L'Etoile Du Sul*, 20-21 Sep 1885.

³⁶ *Gazeta de Notícias*, 22 Apr 1879. *O Repórter*, 22 Apr 1879. *O Apóstolo*, 29 Aug 1879. *ALMANAK...1879*, op. cit., p. 82. *ALMANAK...1880*, op. cit., p. 85. *ALMANAK Administrativo, Mercantil e Industrial do Império do Brazil para 1884*. Rio de Janeiro: H. Laemmert & C., 1884, p. 93. *Companhia Ferro Carril de Cachambi* (1886), Book 25, Register 531, page s.n., JCRJ, AN. Códice 11º Distrito (Year 1886-1887-A), fl. 70, IP, FCM, AGCRJ.

³⁷ *ALMANAK Administrativo, Mercantil e Industrial do Império do Brazil para 1885*. Rio de Janeiro: H. Laemmert & C., 1885, p. 241-242. *Gazeta de Notícias*, 8 Feb 1885. *Gazeta de Notícias*, 9 Oct 1889. *Companhia Ferro Carril de Cachambi* (1886), Book 25, Register 531, page s.n., JCRJ, AN. Códice 11º Distrito (Year 1885-1886), page 39, IP, FCM, AGCRJ.

³⁸ *ALMANAK...1881*, op. cit., p. 687. *ALMANAK...1885*, op. cit., p. 887. *Diário de Notícias*, 29 Aug 1885. *A Vanguarda*, 10 Jan 1886. *Jornal do Commercio*, 25 Feb 1887. *Companhia Ferro Carril de Cachambi* (1886), Book 25, Register 531, page s.n., JCRJ, AN.

plays, where he divided the stage with the editor and journalist Coriolano Augusto Alves de Oliveira³⁹.

Lázaro de Oliveira e Silva was justice of the peace in Praia Pequena, in the Inhaúma parish⁴⁰. However, The Guanabara Bay resort area extended beyond its jurisdiction, reaching the less densely populated and more precarious part of the Engenho Novo parish. In this latter area, there was the Praia Pequena station of the Rio D’Ouro Railway. The station was located in a mangrove area, at the intersection of the Santa Cruz road and the Penha road (currently, Avenida dos Democráticos). To confirm the greater isolation of this stretch, we know that this railway played a less significant role in the city’s development compared to the *EFDPII*⁴¹. The last shareholder in the sub-group was Lycurgo Cícero da Silva, sub-delegate of Engenho Novo. He resided at 24 de Maio Street (still existing), in the neighborhood called Riachuelo⁴².

Going beyond Lucídio Lago’s networks: the attraction of other local shareholders

Without recorded relationships with Lucídio Lago, there is another group of *CFCC* shareholders who lived and/or owned estates and/or were entrepreneurs in the Engenho Novo parish. This means that they also had material and immaterial interests in the “progress” of the Engenho Novo parish. For a better understanding of this group, we built up eight sub-groups with individuals who had a similar socio-occupational profile. The first sub-group contains five individuals. We do not know whether they owned a business or had a regular job. Joaquim Leandro Ferreira Barros lived at 14-A, Imperial street. Francisco José Gonçalves resided on the same street and during certain period was a *CFCC* director. Justino de Menezes, who had been a commissioner in the same company, was a juror for Engenho Novo, which indicates that he lived in the parish. José Lobon lived at 10, Mauá Street, while

³⁹ *Gazeta de Notícias*, 21 Dec 1884. *Diário de Notícias*, 21 Sep 1885. Brazil, 10 Jan 1885. *ALMANAK...1885*, op. cit., p. 370 and 372. *Diário de Notícias*, 9 Aug 1886. *Companhia Ferro Carril de Cachambi* (1886), Book 25, Register 531, page s.n., JCRJ, AN.

⁴⁰ *ALMANAK...1884*, op. cit., p. 390. *ALMANAK...1885*, op. cit., p. 370. *Companhia Ferro Carril de Cachambi* (1886), Book 25, Register 531, page s.n., JCRJ, AN.

⁴¹ A Estrada de Ferro Rio D’Ouro foi criada para melhorar o abastecimento de água da cidade. OLIVEIRA, Luiz P. L. de, op. cit., p. 279-280. SILVA, Maria L. P. da, op. cit., p. 50. FERNANDES, Nelson da N., op. cit., p. 124-125. BENCHIMOL, Jaime L. op. cit., p. 261-262.

⁴² *ALMANAK...1884*, op. cit., p. 286. *ALMANAK...1885*, op. cit., p. 280. *Companhia Ferro Carril de Cachambi* (1886), Book 25, Register 531, page s.n., JCRJ, AN.

Jacinto Gomes lived at 22, Cardoso Street (currently, Coração de Maria Street), which was a street parallel to Imperial Street⁴³.

José Antônio Pinheiro, José Rodrigues de Almeida Carvalho and Artidóro Augusto Xavier Pinheiro are in the second sub-group, as more or less qualified workers. The first was a customs broker and lived at 14, São Joaquim Street (still existing). It was located in the upper part of the town and began at the end of Mauá Street, where there was a slope. The second was a doorman at a public office and resided at number 3-A, Angélica Street (currently, Padre André Moreira Street). It was on the other side of Vintém Hill, in relation to Engenho Novo Square. The last was a commander and worked as an officer in the State Secretariat for Imperial Affairs. During the period investigated, he moved from Resende Street, in the city center, to Barão do Bom Retiro Street, where he was Lucídio Lago's neighbor. The move may have been influenced by his colleague, Pedro Guedes de Carvalho, already mentioned. At CFCC, he was a member of the Inspection Commission, which was responsible for overseeing the board of directors and reporting its activities to the general assembly⁴⁴.

The third sub-group is formed by five traders from the Engenho Novo square, an important trade center and nerve center in that parish. Fernando Pagani, graduated in pharmacy at Faculty of Medicine of Rio de Janeiro and lived with his father Romualdo Pagani, at 6, Mauá street. Higher education also led him to the teaching career, where he was exempt from selection tests. He managed and was a partner in the *Forzani & Companhia*, a chemical-pharmaceutical laboratory at 3, Engenho Novo square. His products were sold in his own pharmacy, at 18, Dom Pedro II street. He became the major partner of that business, changing its name to *Pagani & Companhia*, after the death of André Forzani. The medical doctor José Cândido Lacerda Coutinho, already introduced elsewhere, publicly confirmed the quality of the medicines he sold. As a result of his success in business, Fernando Pagani also bought

⁴³ Up to this point: *O Apóstolo*, 29 Aug 1879. ALMANAK...1883, op. cit., p. 1.083. *Jornal do Commercio*, 9 Nov 1884. *Diário de Notícias*, 14 Feb 1888. *Diário do Commercio*, 19 Sep 1889. *Companhia Ferro Carril de Cachambi* (1886), Book 25, Register 531, page s.n., JCRJ, AN. Código 11º Distrito (Year 1885-1886), pages 14 and 37, IP, FCM, AGCRJ. Código 11º Distrito (Year 1886-1887-A), fl. 72, IP, FCM, AGCRJ.

⁴⁴ Up to this point: *O Apóstolo*, 29 Aug 1879. ALMANAK Administrativo, Mercantil e Industrial da corte e província do Rio de Janeiro, inclusive a cidade de Santos, província de S. Paulo para o anno de 1878. Rio de Janeiro: Eduardo & Henrique Laemmert, 1878, p. /s.n./. ALMANAK...1880, op. cit., p. 176. ALMANAK...1881, op. cit., p. 86. ALMANAK...1884, op. cit., p. 160. ALMANAK...1885, op. cit., p. 242 and 867. *Companhia Ferro Carril de Cachambi* (1886), Book 25, Register 531, page s.n., JCRJ, AN. ESTATUTOS da Companhia..., op. cit., p. 20-21, Código 55.1.14, FCM, SC, AGCRJ.

number 7 of Engenho Novo square. He was a director-treasurer and secretary in the company started by Lucídio Lago⁴⁵.

Dona Maria da Glória Forzani, a widow, inherited part of the pharmacy and the laboratory mentioned above and a lot of CFCC shares. The estate located at 3, Engenho Novo square, was registered in her name⁴⁶. At number 28, José Vaz da Motta had a grocery. The upper part of the building was his residence. He also owned another estate at Engenho de Dentro street⁴⁷. Also at 18, Engenho Novo square, Narciso Diogo Paim was the owner of a stable that rented carriages. Numbers 22 and 24 on that square were also his, which perhaps indicates the extent of his business, which required space to accommodate horses and vehicles⁴⁸. At number 26, Manoel Gomes da Costa Figueiredo sold hardware⁴⁹.

José de Albuquerque Barboza and his partner Antonio Pinto de Almeida form the fourth sub-group of shareholders who had business on Dom Pedro II street. They owned the grocery store located at numbers 12-B and 12-C. The property had been registered in the names of both partners. According to the newspapers of the time, they were both sympathetic to the principles of “early socialism.” In their establishment, they intended to eliminate the traditional “sales ledger,” which recorded credit sales. To suppress it, they would offer cash sales with low profit margins⁵⁰. The proposal dialogued with Proudhon, who saw credit as exploitative and an agent of servitude⁵¹. We

⁴⁵ Up to this point: ALMANAK...1878, op. cit., p. 651. ALMANAK...1880, op. cit., p. 742. GUIA das cidades do Rio de Janeiro e de Niteroy para 1883. Rio de Janeiro: Typ. Perseverança, 1882, p. XXI. Diário do Commercio, 7 Jan 1877. Gazeta de Notícias, 28 Sep 1877. Gazeta de Notícias, 15 Jul 1881. Companhia Ferro Carril de Cachambi (1886), Book 25, Register 531, fl. s.n., JCRJ, AN. Códice 10º Seção (Year 1879-1880), fl. 29, IP, FCM, AGCRJ. Códice 11º Distrito (Year 1885-1886), pages 14 and 37, IP, FCM, AGCRJ.

⁴⁶ GUIA...1883, op. cit., p. XXI. Companhia Ferro Carril de Cachambi (1886), Book 25, Register 531, page s.n., JCRJ, AN. Códice 11º Distrito (Year 1885-1886), page 66, IP, FCM, AGCRJ. Códice 11º Distrito (Year 1886-1887-A), page 83, IP, FCM, AGCRJ.

⁴⁷ ALMANAK...1884, op. cit., p. 889. Monitor Campista, 23 Apr 1880. Tribuna do Commercio, 30 Dec 1880. Companhia Ferro Carril de Cachambi (1886), Book 25, Register 531, page s.n., JCRJ, AN. Códice 11º Distrito (Year 1885-1886), page 27, IP, FCM, AGCRJ.

⁴⁸ ALMANAK...1883, op. cit., p. 502. ALMANAK...1885, op. cit., p. 514. Companhia Ferro Carril de Cachambi (1886), Book 25, Register 531, page s.n., JCRJ, AN. Códice 11º Distrito (Year 1885-1886), page 66, IP, FCM, AGCRJ.

⁴⁹ ALMANAK...1881, op. cit., p. 896. ALMANAK...1885, op. cit., p. 582. Companhia Ferro Carril de Cachambi (1886), Book 25, Register 531, page s.n., JCRJ, AN. Códice 11º Distrito (Year 1885-1886), page 67, IP, FCM, AGCRJ.

⁵⁰ Gazeta Suburbana, 22 Dec 1883. Companhia Ferro Carril de Cachambi (1886), Book 25, Register 531, page s.n., JCRJ, AN. Códice 11º Distrito (Year 1885-1886), page 21, IP, FCM, AGCRJ. Códice 11º Distrito (Year 1884-1885), page 43, IP, FCM, AGCRJ.

⁵¹ PROUDHON, Pierre-Joseph. *Sistema de contradições econômicas ou filosofia da miséria*, tomo II. São Paulo: Escala, /s.d./, p. 150.

do not know whether the project was implemented, but this kind of ideas resonated among workers in the *EFDPII* workshops⁵². José de Albuquerque Barboza was also partner with another *CFCC* shareholder, Cassiano da Costa Braga, with whom he had a fabric shop at number 14. This property also belonged to the former⁵³.

The next sub-group includes three individuals who had businesses in the Engenho Novo parish and lived there. We are not sure about Jeronymo Ferreira Leite's line of business or his commercial address. However, the shareholder lived and had property on Martins Lage street, at numbers 10, 12, 14, 16, 18, 20 and 22. He also owned some pieces of land on Fernandes street (currently, Miguel Fernandes street). As we know, Martins Lage street started at the Engenho Novo square, perpendicular to the railway. When going along it to its end, the pedestrian would go from one side to the other side of Vintém Hill, arriving to Fernandes street, which was parallel to Dom Pedro II street. We also know very little about José Soares Baptista, who appeared as a local trader in a petition of dwellers of that region. The third, José Fernandes da Costa Pinheiro, had a grocery store at 10, Glória street, on the corner of Imperial street. He might have lived on the premises with his clerks. He refused to manage the *CFCC*⁵⁴.

Four residents of the Engenho Novo parish, with business in the center of Rio de Janeiro, make up the sixth sub-group. Thomaz Luiz dos Santos Villa-Verde had several estates in the region where he lived, as follows: Cardoso street, numbers 4-A, 6, 8 and 10; Imperial street, numbers 7, 10 and 12 and on Leopoldina street (currently, Castro Alves street). The latter street was parallel to the railway and crossed Lucídio Lago, Imperial, Cardoso and Getúlio streets. His fabric, fashion, and haberdashery business was located on Quitanda Street. João José de Oliveira Guimarães resided at 5, Imperial Street. The commercial establishment of this last shareholder was on Saúde Street and sold brandy.

⁵² GOMES, Camilla E. D., op. cit. BEAKLINI, Adriana V., op. cit. SERFATY, Elaina R. C., op. cit.

⁵³ ALMANAK Administrativo, Mercantil e Industrial da corte e província do Rio de Janeiro, do município de Santos, na província de S. Paulo para o anno de 1882. Rio de Janeiro: H. Laemmert & C., 1882, p. 252. ALMANAK...1885, op. cit., p. 568. Companhia Ferro Carril de Cachambi (1886), Book 25, Register 531, fl. s.n., JCRJ, AN. Código 11º Distrito (Year 1884-1885), fl. 43, IP, FCM, AGCRJ.

⁵⁴ Up to this point: *Gazeta de Notícias*, 14 Mar 1883. *Jornal do Commercio*, 17 Mar 1885. *Diário de Notícias*, 20 Aug 1886. *Diário de Notícias*, 31 Oct 1886. *Jornal do Commercio*, 22 May 1887. *Diário de Notícias*, 8 Apr 1888. *Diário de Notícias*, 4 May 1888. *Companhia Ferro Carril de Cachambi* (1886), Book 25, Register 531, page s.n., JCRJ, AN. Código 11º Distrito (Year 1886-1887-A), page 30, IP, FCM, AGCRJ. Regarding cohabitation in commerce: CÂMARA, Bruno A. D. *O "retalho" do comércio: a política partidária, a comunidade portuguesa e a nacionalização do comércio a retalho, Pernambuco, 1830-1870*. Recife: Ed. UFPE, 2013, p. 131. POPINIGIS, Fabiane. *Proletários de casaca: trabalhadores do comércio carioca (1850-1911)*. Campinas: Ed. Unicamp, 2007, p. 34.

Francisco Rodrigues Bittancourt, a merchant of fresh meat, owned properties at 6, Engenho Novo Square and at numbers 34-A, B, C, and D on Dom Pedro II Street. Lourenço Baldraco was a hairdresser with business at 6, Ourives street. His beauty parlor received the Imperial title because he served Your Majesties. His house, a chalet on a large piece of land, was at 1-A and 2, Mauá street⁵⁵.

Isolated in the sub-group of industry owners who were shareholders and lived in the Engenho Novo parish, José Rodrigues Leite Imbuzeiro appears. He was a member of the *Engineering Club*, resided on Dona Romana street (still existing). To reach the Engenho Novo station, he had to follow Barão do Bom Retiro street, where Lucídio Lago lived, and General Belegarde street, where Jorge Naylor lived. José Rodrigues Leite Imbuzeiro's interest in the CFCC was due to his concession to build a tramway between General Belegarde street and the *EFDPII* workshops. However, without competing with the *EFDPII* ways, his track would be on the left of the railway. The project's failure to be executed led to its cancellation. Despite this, the engineer was very successful in building railroads in Minas Gerais.

The eight and last sub-group is formed by six shareholders who had interests in the Engenho Novo parish but did not live there. Three of them had less social visibility and public representativeness. Manoel Miguel Martins was a trader at Visconde de Inhaúma street, downtown, and lived on Conde de Bonfim street, in Engenho Velho. With a property at 3, Mauá street. Guilherme Philipps was secretary of the Board of Brokers and appeared to live in Botafogo. Among his assets, there was a house at 1, Magalhães Couto Street (still existing). It began at Engenho de Dentro Street and ran parallel to *EFDPII*. José Soares Pinto de Serqueira was a piano teacher in Vila Isabel, on Souza Franco Street. This was not his primary residence, as it was shared with fellow music teacher Max Von Sydow, who lived on Imperial Street. It is likely that the latter invited the former to join the CFCC⁵⁶.

A man who was respected by the “good society”, Francisco Joaquim Bethencourt da Silva was an architect who first imagined the *Sociedade Propagadora das Belas-Artes* (Fine Arts Dissemination Society), which created the *Liceu de Artes e Ofícios* (Arts and Crafts School). Residing at 22, Praia da

⁵⁵ Up to this point: *Jornal do Commercio*, 23 Feb 1875. *O Globo*, 7 Nov 1882. *Jornal do Commercio*, 11 Dec 1884. *Jornal do Commercio*, 17 Aug 1885. *Jornal do Commercio*, 12 Aug 1887. *Jornal do Commercio*, 10 Nov 1887. *Companhia Ferro Carril de Cachambi* (1886), Book 25, Register 531, page s.n., JCRJ, AN. Códice 11º Distrito (Year 1885-1886), pages 36, 42 and 66, IP, FCM, AGCRJ. Códice 11º Distrito (Year 1886-1887-B), fl. 17, IP, FCM, AGCRJ.

⁵⁶ ALMANAK...1880, op. cit., p. 714. ALMANAK...1885, op. cit., p. 73 and 553. *Monitor Campista*, 17 Dec 1886. *Companhia Ferro Carril de Cachambi* (1886), Book 25, Register 531, page s.n., JCRJ, AN. Códice 11º Distrito (Year 1886-1887-A), page 8, IP, FCM, AGCRJ. Códice 11º Distrito (Year 1885-1886), page 43, IP, FCM, AGCRJ.

Saudade (which was landfilled in Urca), he had a property at 2-A, Moura street (currently, Garcia Redondo street), whose limits were on Cachambi street and Marquês do Herval square (currently, Havaí square)⁵⁷. Francisco de Paula Mayrink was also known for his “talents and virtues”. He was a commander, a prominent politician, and a major businessman in the railway industry. In Rio de Janeiro, he was associated with other tram companies. In the Engenho Novo parish, he owned farms and houses at 4, 4-A and D Conselheiro Magalhães Castro Street (still existing). The street was perpendicular to the *EFDPII* Riachuelo station on its right side⁵⁸.

Closing the list of prominent citizens, the shareholder Antonio Paulo de Mello Barreto was an engineer who gained public recognition from his time at the *Instituto Politécnico Brasileiro* (Brazilian Polytechnique Institute). He was a great entrepreneur in the railway transportation sector and also a founder, member and manager of the *Engineering Club*⁵⁹. We did not find property in his name in the Engenho Novo parish. However, he took part in the *Companhia Cruzeiro*, a safety match factory. In the period investigated, the group started its production. The industrial center was installed on a huge piece of land at 34, Miguel Ângelo street (still existing). The property was at the beginning of the street which communicated perpendicularly to the Santa Cruz Road, in Praia Pequena. The stretch belonged to the Engenho Novo parish and was served by the *Estrada de Ferro Rio D’Ouro* station in Praia Pequena. He used to render services to the *Cruzeiro Company*⁶⁰.

⁵⁷ ALMANAK...1885, op. cit., p. 1.293. *Companhia Ferro Carril de Cachambi* (1886), Book 25, Register 531, page s.n., JCRJ, AN. Códice 11º Distrito (Year 1885-1886), fl. 42, IP, FCM, AGCRJ. MURASSE, Celina M. *A educação para a ordem e o progresso do Brasil: o Liceu de Artes e Ofícios do Rio de Janeiro (1856-1888)*. Doctorate Thesis. Education Doctorate Program. Campinas: Unicamp, 2001.

⁵⁸ *Jornal do Commercio*, 30 Apr 1884. *Jornal do Commercio*, 30 Sep 1885. *Companhia Ferro Carril de Cachambi* (1886), Book 25, Register 531, page s.n., JCRJ, AN. Códice 11º Distrito (Year 1889), fl. 42, IP, FCM, AGCRJ. SILVA, Izabel P. da. “Francisco de Paula Mayrink”. In: ABREU, Alzira A (coord.) *Dicionário Histórico-Biográfico da Primeira República - 1889-1930*. Rio de Janeiro: FGV, 2015, p. /s.n./.

⁵⁹ SANTOS, Felipe M. dos. *Para além do Império da técnica: um estudo comparativo sobre reciprocidades e estratégias sociais dos engenheiros Pereira Passos e Paulo de Frontin na Primeira República (1889-1906)*. Doctorate Thesis. History Doctorate Program. Seropédica, RJ: UFRRJ, 2023, p. 209-210 and 215-217.

⁶⁰ MAC CORD, Marcelo. “Da J. Stanke & Companhia à Companhia Cruzeiro: idealização, montagem e inauguração de uma fábrica de fósforos de segurança na rua Miguel Ângelo, freguesia do Engenho Novo – Rio de Janeiro, 1888-1889”. *Revista História Econômica & História de Empresas*, v. 28, n. 2, 2025, p. 1-29.

The design of the CFCC route and the logistics, real estate, commercial, and financial interests of the shareholders

We identified 50 CFCC shareholders. Respecting interest groups and individual ambitions, all desired the development of the Engenho Novo parish through a “modern” and “civilizing” means of transportation. Dialectically, the tram tracks would provide the necessary veneer for a locality that reinforced its urban character. According to the data presented so far, the residents themselves and people with clear material and immaterial interests in the area comprised 46.8% of the shareholders. At the same time, they held 48.9% of the shares. We cannot disregard their bargaining and decision-making power in relation to the other participants in the business. These strengths are perceptible both in the construction of the original line’s route and in the struggles for its expansion, something that met the interests of those who intended to enhance the value of their commercial and residential area or who aspired to speculate in the real estate market.

The strong presence of local investors in CFCC was the result of persistent community demand for a tram line in the area that had not yet reached Vila Isabel. Aware of this and concerned about potential competitors, this company had created, in 1876, a stagecoach service connecting some streets of Cachambi and Todos os Santos to Engenho Novo square. Passengers could use this service to shop, take the train, or cross to the left side of the railway line where the tram passed. The stagecoach service was soon cancelled, but due to its importance and demand, it was taken over by another company in 1877. Perhaps by Narciso Diogo Paim, who owned a coach house in Engenho Novo square. However, despite the continuation of the stagecoach service, the residents of Cachambi and Todos os Santos, alongside those of Engenho de Dentro, continued to demand the concession of a local tram line⁶¹.

Finally, on 30th November 1878, with Decree n. 7,093, the imperial government granted Lucídio Lago a concession, so that he could build the tramway between the Engenho Novo and Engenho de Dentro stations. The route would follow from Dom Pedro II street, which was a parallel street on the right side of the railway. The starting point would be the Engenho Novo square stretching up to the EFDPII workshops. Passengers and cargo could use two branches, whose connections would be made at different points on the street that honored the emperor. The first would follow Imperial Street to

⁶¹ Up to this point: *Jornal do Commercio*, 5 Feb 1876. *Gazeta de Notícias*, 14 Apr 1877. *Gazeta de Notícias*, 14 Aug 1877.

the place called Cachambi, more precisely on Mauá Street. The other would cut through part of Todos os Santos Street and end there. Both would be perpendicular to the railway and close, respectively, to the Engenho de Dentro boom gate and the Todos os Santos station. The CFCC statutes were completed on 24th April 1879, and on 9th August, they were approved, with modifications, by means of Decree N° 7,418⁶².

Registered at the Trade Board on 2nd October 1879, the CFCC construction work started soon after a substantial portion of the required capital had been raised. The following month, on the 28th, the tram company received municipal authorization to construct its headquarters, which, as we have seen, was located at 2, Dom Pedro II Street. According to the plan, the building was to be completed in six months. The blueprint indicated that the first floor would house the stables and the garage. The upper floor would be the warehouse, storing rails, hay, harnesses, etc. Construction was briefly interrupted at the end of January 1880 because the supervising engineer disagreed on the height of the floors. In his response to the councilors, Lucídio Lago argued that the requirement did not apply, as there would be no accommodations for residents in the building⁶³. Apparently, the construction continued without problems since there are no documents challenging the shareholder's allegations.

Along with the construction of the headquarters, the streets were leveled and the rails were installed. Some months after the work began, in March 1880, the shareholders requested the opening of traffic between Engenho Novo Square and the end of Imperial Street, even though the branch line was not yet complete. The request was granted the following month. As the works progressed, in the first half of 1881, the completion of the branch line allowed the trams to reach Mauá Street. The other branch line was inaugurated in the same period, on Todos os Santos Street. The end of the main line, at the *EFDPII* workshops, was opened to users in December⁶⁴. It seems clear that technical issues required the sequential laying of the tracks, but the choice to build in the Engenho Novo-Engenho de Dentro direction respected strategic considerations. Since the time of the stagecoaches, the

⁶² Up to this point: BRASIL. *Collecção das leis do Império do Brasil de 1878. Tomo XLII*. Rio de Janeiro: Typ. Nacional, 1879, p. 821-825. Companhia Ferro Carril de Cachambi (1879), Book 16, Register 339, pages 284 and 294, JCRJ, AN. BRASIL. *Collecção de leis do Império do Brasil de 1879. Parte I. Tomo XXVI - Parte II. Tomo XLII*. Rio de Janeiro: Typ. Nacional, 1880, p. 423-431.

⁶³ Código 55.1.13, FCM, SC, AGCRJ. *Companhia Ferro Carril de Cachambi* (1879), Book 16, Register 339, pages 284 and 289v, JCRJ, AN.

⁶⁴ Até aqui: *Gazeta de Notícias*, 5 Mar 1880. *Gazeta da Tarde*, 9 Mar 1881. *Gazeta de Notícias*, 6 May 1881. *Gazeta da Tarde*, 27 May 1881. *Diário do Brasil*, 6 Dec 1881. Código 55.1.14, fl. 49, FCM, SC, AGCRJ.

Cachambi-Praça Engenho Novo-Cachambi traffic flow was very intense, due to commerce, the train, and the tram on Barão do Bom Retiro street.

At the same time, CFCC conquered other two branches, with the publication of Decree nº 7,605, of 10th January 1880. One of them followed from Engenho Novo square to Souza Barros street, reaching Praia Pequena. Branches of these lines would reach the Riachuelo station and Doutor Garnier street (still existing), but without infringing on the rights of the other lines. The other branch would run from Engenho Novo square to Mauá street via Glória street⁶⁵. However, up to the middle of that decade, these stretches were not more than projects. Many factors might have hindered their construction such as lack of technical conditions, lack of resources, boycott from shareholders who were not interested in those stretches, and sabotage from other companies. Not by chance, in 1884, to revitalize the enterprise, the CFCC's statutes were reformed, even to bring them into harmony with the new law on joint-stock companies, approved in 1882. The change was completed in 1886⁶⁶.

In the revitalization process, CFCC adjusted its strategy to meet the 1880 norm. A new project was discussed and approved by the shareholders. Decree nº 9,567, of 13th March 1886, confirmed the company's most recent intents. In November 1887, all the tracks for the Glória street branch line were laid. They started at Engenho Novo square, passed through Dom Pedro II street and were diverted to Lucídio Lago street. From there, they continued along Torres Sobrinho street (still existing), Glória street and Eulina street (currently, Capitão Jesus street). At the end of this street, in Marquês do Herval square, they headed towards Zeferino de Faria street (currently, Cirne Maia street) and met Todos os Santos street. From the latter, they returned to Dom Pedro II street and rejoined the starting point⁶⁷. However, the other branch was excluded from the new norm, which frustrated those involved with the surroundings of Riachuelo station and Praia Pequena.

The branch line was remodeled to become circular; however, the debates that enabled such change were not solely corporate. In 1885, newspapers demanded the extension of the tracks from Rua Mauá to Rua Cachambi.

⁶⁵ BRASIL. *Collecção das leis do Império do Brasil de 1880. Parte I. Tomo XXVII – Parte II. Tomo XLIII.* Rio de Janeiro: Typ. Nacional, 1881, p. 29-30.

⁶⁶ *Companhia Ferro Carril de Cachambi* (1886), Book 25, Register 531, page s.n., JCRJ, AN.

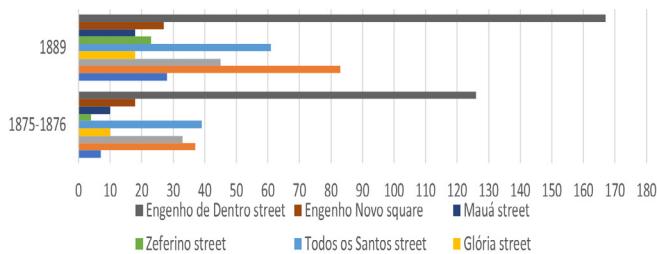
⁶⁷ Up to this point: BRASIL. *Collecção de leis do Império do Brasil de 1886. Parte I. Tomo XXXIII – Parte II. Tomo XLIX.* Rio de Janeiro: Typ. Nacional, 1886, p. 125. Códice 55.1.14, pages 91 and 114, FCM, SC, AGCRJ. *Diário de Notícias*, 15 Nov 1887.

However, there was no consensus on whether the new route should reach its intersection with Rua Moura or with Rua São Gabriel (still existing) and slightly beyond the former. At the end of the following year, responding to the demands, the new section was completed. Before that, the tram ended its journey at a certain point on Rua Mauá. From then on, it would continue further, enter Rua Pedro Álvares Cabral (still existing, but the tram section is now called Rua Rocha Pita) and find its final stop at the corner of Rua Cachambi and Rua São Gabriel⁶⁸.

Although Decree nº 9,567, of 13th March 1886 represented a loss compared to the previous system, there was some compensation. Permission was obtained for the construction of the Serra de São Matheus branch line, popularly known as Boca do Mato. Its route would start at Engenho Novo square, continue along Dom Pedro II street, cross to the left side of the train line at the Engenho de Dentro boom gate, travel approximately halfway along the street of the same name, and enter Dona Adelaide street (currently, Pedro de Carvalho street), where the journey would end at the foot of the aforementioned hill. The line was inaugurated in December 1886, with a celebration at the stop of its final destination⁶⁹. The new branch might have something to do with the failure of the concession received by the shareholder José Rodrigues Leite Imbuzeiro, who would build a tram line between General Belegarde street and the EFDPII workshops. Negotiations might have been held between the interested parties, because there were a lot of residents on the Engenho de Dentro street.

⁶⁸ Up to this point: *Gazeta de Notícias*, 15 Aug 1885. *Jornal do Commercio*, 6 Aug 1885. *Diário de Notícias*, 23 Oct 1886.

⁶⁹ Up to this point: BRASIL...1886, op. cit., p. 125. Códice 55.1.14, pages 91 and 114-115v, FCM, SC, AGCRJ. *Diário de Notícias*, 15 Nov 1887. *Diário de Notícias*, 13 Dec 1886. *Gazeta de Notícias*, 13 Dec 1886. *Gazeta de Notícias*, 15 Dec 1886.

Graph 1: BUILDING TAX - Properties built

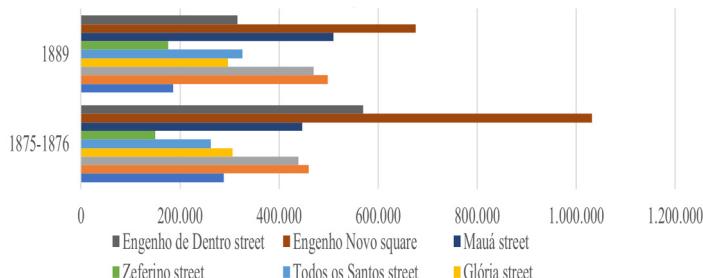
Sources: *Código Légua (1875-1876)*, pages 16,18-25, 27-28, 30, 33-35 and 49-50, IP, FCM, AGCRJ. *Código 11º Distrito (Year 1889)*, pages 30, 33-37, 43, 45-47, 49-51, 54, 64-67 and 69-70, IP, FCM, AGCRJ.

Graph 1 supports the statement above. Certainly, the larger number of properties on Engenho de Dentro streets attracted the CFCC attention. However, before analyzing other numbers, we highlight that the data tabulation followed three criteria. First, observing over time the streets that kept the same names. Second, choosing addresses with varied levels of importance. Finally, securing that all branches were contemplated with at least one street. Having said that, paying attention to the right side of the *EFDPII*, we observe that Engenho Novo square and Todos os Santos and Imperial streets were those showing the least growth, despite almost doubling the number of properties. Dom Pedro II, Mauá and Glória Streets follow closely, increasing slightly more than the double of their buildings. In the third group, Cachambi and Zeferino streets appear since after the extension reached the former, the constructions presented a fivefold growth. The latter, which had only two buildings, reached 19 with the implementation of the Glória street branch.

The population density consolidation along the streets perpendicular to the train line, plus the exponential growth of the peripheral streets reached by the tram, highlight the driving role of the CFCC (Central Railway Company). Other figures reinforce this perception. In 1880, 65,617 passengers were transported in the first year of operation. Two years later, the number jumped to 227,574, that is, a 347% increase. At the end of 1888, with the extension to Cachambi Street and the Glória and Serra de São Matheus (or Boca do Mato) branches, there were 334,331 passengers, representing a 146% increase compared to 1882. In 1888, the “Cachamby” branch transported the

most passengers, 116,922, reinforcing the centrality of Imperial and Mauá streets, as well as the growth of Cachambi Street. In second and third place, practically tied, the “Bocca do Mato” branch carried 88,852 passengers and the “Via Glória” 82,743, demonstrating the accuracy of the shareholders’ choices. “Todos os Santos” served 41,039 passengers, while “Officinas” came last with 4,775⁷⁰.

Graph 2: BUILDNG TAX - average of the actual rental value



Sources: Códice Légua (1875-1876), pages 16,18-25, 27-28, 30, 33-35 and 49-50, IP, FCM, AGCRJ. Códice 11º Distrito (Year 1889), pages 30, 33-37, 43, 45-47, 49-51, 54, 64-67 and 69-70, IP, FCM, AGCRJ.

The average of the actual rental value of the same addresses in Graph 2 helps to detail the analysis. Reaching over 600\$000rs, Engenho Novo square was the most valued location. As we know, it had important and diverse commerce and guaranteed connections to the transportation offered by the EFDPII, CFCC, and Villa Isabel companies. This justifies the greater prominence of the street in the tabulation. Regarding the radical difference in the size of the bars, we believe there was a recording error. In the first one, a property was valued at 6,000,000 réis. In the last one, 600,000 réis. Still maintaining a very good average rental value, between 400,000 réis and 600,000 réis, the properties on Dom Pedro II, Imperial, and Mauá streets appear. Although their buildings more or less doubled in size, the increasing bars at their respective addresses indicate that the standard of the new houses remained stable, with consequent appreciation after the installation of the tram line and its branches.

With values between 200,000 réis and 400,000 réis, we find the houses on Glória and Todos os Santos streets. Both more or less doubled the number

⁷⁰ Códice 55.1.14, fl. 49, FCM, SC, AGCRJ. *Diário do Commercio*, 2 May 1889.

of properties. Like Dom Pedro II, Imperial, and Mauá streets, Todos os Santos street registered an increase in its average rental value. Probably for the same reasons as those other three. On Glória street, more peripheral, despite the arrival of the *CFCC*, slight decrease in that metric is observed. This can perhaps be explained by the massive construction of slightly simpler houses. In 1889, although the prices on Glória and Todos os Santos streets were comparable to those on Engenho de Dentro street, another interpretation is necessary. Despite witnessing a large and growing number of properties on the latter, there was a sharp decline in its average rental value – 44.6%. We understand that this represented the loss of social prestige of the new residents, in relation to those of the mid-1870s.

The data analyzed up to this point (Graph 2) enables another analysis. The *CFCC* shareholders, owners of the addresses listed, paid taxes. From the standpoint of electoral bureaucracies, they and their tenants could prove income that would guarantee them political citizenship – both before and after the 1881 electoral reform. Regarding this change, which sought to prevent illiterate individuals from taking part in the process, we observe that an expressive part of the shareholders included literate men. They were medical doctors, pharmaceuticals, lawyers, qualified civil servants, editors and engineers. In other words, distinct fractions of the urban middle class and sectors of the literate and proprietor elites lived, amassed property and kept their entrepreneurial initiatives in the Engenho Novo parish. They had enough capital, both material and immaterial, to define the fate of that place.

Finally, when analyzing the figures for Cachambi and Zeferino streets, both located slightly further from the *EFDPII* railway, we can see that the first street saw an almost fivefold increase in the number of properties. However, the average rental value decreased, going from 288,000 réis to 186,000 réis. The other street, we recall, almost tenfold increased the number of buildings, but that tax indicator grew little, going from 164,000 réis to 176,000 réis. We found no *CFCC* shareholders owning properties on Zeferino Street. On Cachambi Street, we know that João Ferreira Bernardino owned a chalet. However, its rental value was 216,000 réis, placing it at the same level as properties on Glória, Todos os Santos, and Engenho de Dentro streets. It seems evident that Zeferino and Cachambi streets (the latter over time) were inhabited by less skilled workers. Compared to their more affluent neighbors, they would be the low-income and even illiterate voters targeted by the 1881 electoral reform⁷¹.

⁷¹ About the 1881 electoral reform and its consequences: SOUZA, Felipe A. e, op. cit. CASTELLUCCI, Aldrin A. S. "Muitos votantes e poucos eleitores: a difícil conquista da cidadania operária no Brasil Império (Salvador, 1850-1881)". *Vária História*, vol. 30, n. 52, 2014, p. 183-206.

Final Considerations.

Considering the prominence of the shareholders who lived, had businesses, properties, and interests in the parish of Engenho Novo, we conclude that those who were involved with the Engenho Novo square and Dom Pedro II, Imperial, Mauá, and Todos os Santos streets were the ones who benefited most from the CFCC. Undoubtedly, they were members of a “suburban aristocracy,” which Lima Barreto described in 1911 as being composed of civil servants, small business owners, and doctors. Although he lived in Todos os Santos after the existence of CFCC, the writer was very familiar with the worldviews and places frequented by Lucídio Lago and his partners. However, we cannot disregard Lima Barreto’s frustrations, resulting from the discrimination he suffered, when he stated that the “suburban aristocracy” faded outside its environment, that is, in the streets, parties, and theaters of the city’s central areas⁷². This is a problematic generalization veiled by sarcasm.

The benefits enjoyed by a segment of shareholders did not satisfy all CFCC investors. Among the dissenters were people who only wanted to receive dividends. Probably, the largest part of them comprised the 53.2% without any clear connection to the Engenho Novo parish. They owned 51.5% of the shares, and their voices resonated. For the dissatisfied, the expenses for the new branch lines and the expansion of the old ones were too high, and the return insufficient. The conflict had repercussions, for example, on the expenses for equipment maintenance. Over time, this compromised the quality of services. In 1884, when the company was revitalized, public complaints about the maintenance of the tracks and carriages increased. In the final years of the Brazilian Empire, complaints about accidents, derailments, delays, mistreatment of animals, obsolescence of the trams, and incompetence of the drivers increased⁷³.

At the height of the crisis, José Neves Pinto, a CFCC director, appealed to the City Council. His appeal was against the Méier station of the EFDPII railway, inaugurated on 13th May 1889. It was installed near the Engenho Dentro boom gate due to the increasingly intense population density between

⁷² BARRETO, Lima. *Triste fim de Policarpo Quaresma*. 2 ed. Brasília: Edições Câmara, 2019, p. 24.

⁷³ Up to this point: *Gazeta de Suburbana*, 16 Aug 1884. *Gazeta de Notícias*, 18 Nov 1884. *Diário de Notícias*, 18 Jan 1887. *Diário de Notícias*, 3 Apr 1887. *Jornal do Commercio*, 26 Jul 1887. *Gazeta Nacional*, 3 Jan 1888. *Novidades*, 27 Mar 1888. The complaints directed to CFCC were not atypical. Other companies were also criticized by their users. TERRA, Paulo C. *Cidadania e trabalhadores: cocheiros e carroceiros no Rio de Janeiro (1870-1906)*. Rio de Janeiro: AGCRJ, 2013, p. 78-84.

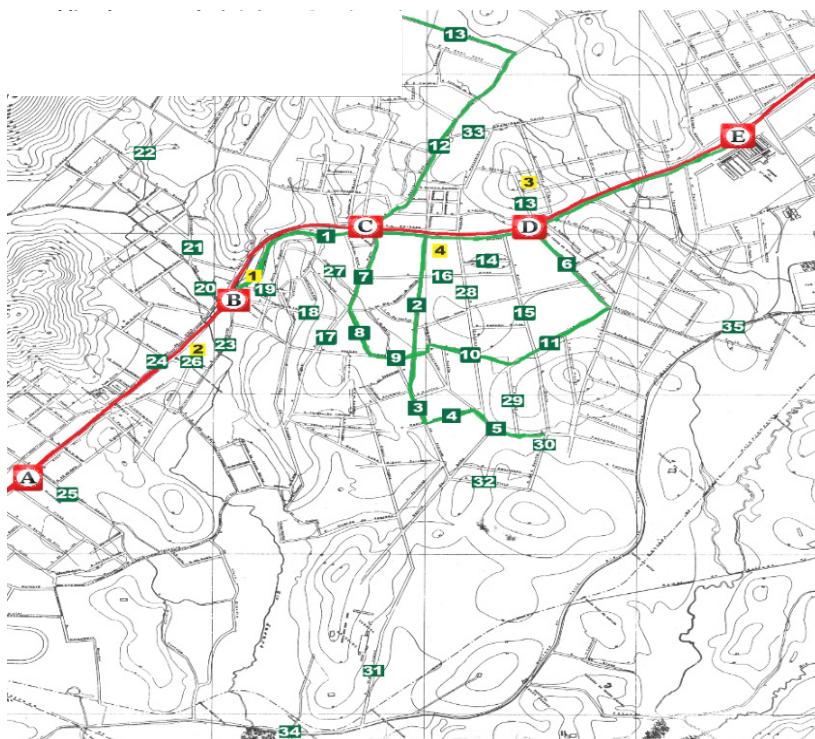
the Engenho Novo and Todos os Santos stations. In a document dated 19th August, José Neves Pinto reported that, since the beginning of operations at that station, the number of tram passengers and CFCC's revenue had fallen. This situation had not been foreseen by the shareholders. Furthermore, the rapporteur continued, some adjustments to the train line near that new stop had damaged part of the tram tracks. This problem had made it impossible to supply power to its branches to the left and right of the railway. For the director, this last setback had been a severe blow to the already weakened coffers of the company started by Lucídio Lago⁷⁴.

Due to these problems, José Neves Pinto was worried about the rumors surrounding the liquidation of CFCC. His concern was not unfounded, as the gossip spread through the streets. Because of it, at the end of August 1889, conductors went on strike, fearing they would not receive their salaries. The matter was immediately resolved by the police, perhaps with the promise that the employer would honor its commitments. In its very short duration, we observe that gossip was not the reason for the strike. In November, the liquidation of CFCC was discussed on the premises of the Banco Predial (Predial Bank). In June 1890, after being approved, the court appointed experts to analyze documents. At the beginning of the following year, the auction was scheduled. The winner of the bidding was Villa Isabel, which, at the end of the second half of 1891, began operating the Engenho Novo, Boca do Mato, Cachambi, and Via Glória lines⁷⁵.

⁷⁴ Código 55.1.14, pages 222-222v, FCM, SC, AGCRJ.

⁷⁵ Código 55.1.14, pages 222-222v and 230, FCM, SC, AGCRJ. *O Apóstolo*, 25 Aug 1889. *Jornal do Commercio*, 24 Nov 1889. *Jornal do Commercio*, 24 Jun 1890. *Gazeta de Notícias*, 1 Aug 1890. *Jornal do Commercio*, 12 Feb 1891. *O Paiz*, 11 Oct 1891. *Diário de Notícias*, 19 Nov 1891. The CFCC conductors' strike must be understood in the context of the strikes by coachmen and cart drivers that occurred in 1890. About them: TERRA, Paulo C., op. cit., p. 188-191.

Map 1: CFCC and its surroundings (1889)



Shareholders and their estates and/or businesses and/or households:

B Engenho Novo square **1** Dom Pedro II street **2** Imperial street **3** Mauá street **5**
 Cachambi street **6** Todos os Santos street **7** Lucídio Lago street **9** Glória street **12**
 Engenho de Dentro street **14** Visconde de Tocantins street **15** Cardoso street **16** Leopoldina
 street **17** Fernandes street **18** Martins Lage street **19** Marques Leão street **20** Barão do Bom
 Retiro street **21** General Belegarde street **22** Dona Romana street **24** 24 de Maio street **25**
 Conselheiro Magalhães Castro street **26** Imaculada Conceição square **27** Angélica street
28 Cardoso street **29** Moura street **31** Miguel Ângelo street **32** São Joaquim street **33**
 Magalhães Couto street **34** Praia Pequena (Rio D'Ouro Railway Station) **35** Santa Cruz Road
 (close to the Pilares way).

Dom Pedro II Railroad:

A Riachuelo station **B** Engenho Novo station **C** Méier station **E** Engenho de Dentro
 station.

Companhia Ferro Carril de Cachamby:

Main line: **B** Engenho Novo square **1** Dom Pedro II street **E** Workshops. ↵
 Todos os Santos Branch: **B** Engenho Novo square **1** street Dom Pedro II **6** Todos os Santos
 street. ↵
 Cachambi Branch: **B** Engenho Novo square **1** Dom Pedro II street **2** Imperial street **3** Mauá
 street **4** Pedro Álvares Cabral street **5** Cachambi street **30** São Gabriel street (final stop on
 the corner of Cachambi street). ↵

Via Glória Branch: **B** Engenho Novo square **1** Dom Pedro II street **7** Lucídio Lago street **8** Torres Sobrinho street **9** Glória street **10** Eulina street **11** Zeferino de Faria street **6** Todos os Santos street **1** Dom Pedro II street **B** Engenho Novo square. ↗

Boca do Mato Branch: **B** Engenho Novo square **1** Dom Pedro II street **C** Engenho de Dentro toolbooth (“Perna de Pau”) **12** Engenho de Dentro street **13** Adelaide street. ↙

Landmarks:

1 Companhia Ferro Carril de Cachamby **2** Our Lady of Conception Church of Engenho Novo **3** Our Lady of Sorrows Chapel **4** Grêmio Dramático Familiar São João Baptista (São João Baptista Family Drama Association) **23** Souza Barros street.

Source: Cutout of the “Rio de Janeiro city map/blueprint: organized under the Direction of Dr. Manoel Pereira Reis, by the Comissão da Carta Cadastral do Distrito Federal (Federal District Register Letter Commission), created by Dr. Cândido Barata Ribeiro and published during Dr. João Felippe Pereira administration – 1900”. Library of Congress, US.

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