



The Santos pier was designed by the Paulistan engineer Guilherme Benjamin Weinschent, who oversaw its construction for 30 years. Since then, the Port and the city became inseparable. In 1980, with the end of the statutory period for granting the Port exploration by private initiative, the Federal government created the “Companhia Docas do Estado de São Paulo - CODESP”, a mixed economy company, where most of the capital came from the Federal government.

In the early twentieth century, the São Paulo State Government fought with great efficiency, epidemics and outbreaks of plague, vaccinating the population, by means of a Sanitary Commission created in 1893, in which there were two major heads: Dr. Guilheme Álvaro (public health), and the engineer Saturnino de Brito (basic sanitation).

In approximately two decades, Santos rid itself of its colonial vestiges, attended the international market and made the fortunes of many men. Little by little, the city took on its own look.

Port of Santos in 1922 seen from the Brás Cubas Island, currently Barnabé Island. Benedito Calixto. Date of manufacture: 1920-1922. Oil on Canvas. Exposed in the Santos Coffee Museum (Association of Friends of the Coffee Museum).