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But if the coffee had changed the face of the city, from the second half of the nineteenth century, it was also responsible for the spread of yellow fever, smallpox, bubonic plague, tetanus and tuberculosis, epidemics that made Santos the *Port of Death*. It was considered to abandon it, but the coffee production increased and needed to be exported, and the port and urban infrastructures required improvements.

After two failed attempts (1870 and 1882) of concessions necessary works to develop of the Port of Santos, in 1888, a group of businessmen \_Cândido Gaffrée, Eduardo Palassim Guírrie, João Gomes Ribeiro de Avilar, Alfredo Camilo Valdata, Benedito Antonio da Silva and Barros e Barros & Cia \_ won the bid established by the imperial government. Thus, in 1889 (Decree No. 9.9979 ), the Company: “Empresa das Obras dos Melhoramentos do Porto de Santos” was created and, in the next year, set the first stone at the pier, at warehouses IV and V. In 1892, the “Companhia Docas de Santos” was founded. And, despite all the difficulties, on February 2, 1892, the first 260 meters of the pier were inaugurated with the mooring of the ship called the Nasmith.



FERREIRA. Chart of the Brazilian Coast, from the bar of Santos to Marambaya, doc nr 1138\_1143, AHU drawing by Diogo Soares e Domingos Capaci\_1737