

Ruin of the Seaport

Causes of the Abandonment of Puerto Colombia and the Loss of a Coastal Gem

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Abstract

This article delves into the primary factors leading to the closure of Puerto Colombia's Seaport, shifting international port activity to the city of Barranquilla. As the construction of the western breakwater progressed to stabilize the mouth of the Magdalena River, the closure of the pier became a logical consequence, facilitating direct access for deep-draft vessels to Barranquilla's river port. The reasons behind the pier closure seem to be political, social, and economic. The national government, aiming to establish a secure route between the Caribbean Sea and the country's interior, leveraged direct access to the Magdalena River, prompting the relocation of commerce to Barranquilla. Additionally, concerns about the rising incidents of cargo theft during railway transportation and the significant investment in the construction of the western breakwater of the Magdalena River also played a role in the decision. This inquiry sheds light on the discourse emphasizing the advantages of relocating operations to Barranquilla, inadvertently overlooking the history and consequences of such a decision on the urban and social development of Puerto Colombia. To conduct this study, primary sources and relevant texts were employed, enabling an insightful historiographical analysis of documents and narratives. This approach successfully reconstructed the perspective on the issues in Puerto Colombia and Barranquilla. The findings obtained provide a solid foundation for future research related to the impact of infrastructure on urban and social configuration, the manipulation of historical discourse, and the study of coastal populations in their relationship with the environment.

Keywords

Seaport, Port, Relocation, Historiographical analysis, Puerto Colombia, Barranquilla.

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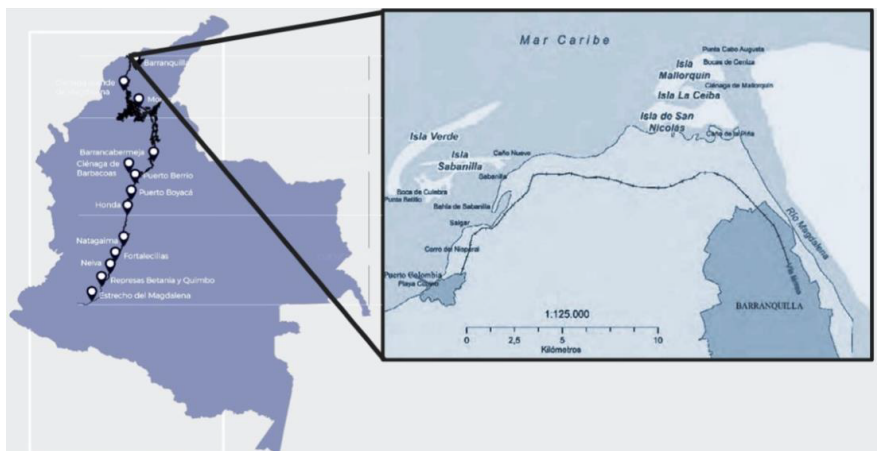


Fig. 1. Map of the Location of the Main Ports in the Colombian Caribbean. Self-Developed 2023.

INTRODUCTION

The development of the Puerto Colombia pier's infrastructure has historically been intertwined with the growth and progress of Barranquilla, Colombia. From the 1950s to the early 21st century, this relationship has been extensively examined and debated by various authors, including Ramon Bacca, Hans Sitarz, and more recent ones such as Sergio Solano (2011), Jose Polo (2011), Carlos Bell-Lemus (2014), and Jorge Villalón (2000). However, it's surprising that there is a lack of comprehensive research addressing the genesis, peak, and decline of the municipality of Puerto Colombia, specifically in connection with the loss of its iconic maritime pier.

When exploring the reasons behind the closure of the Puerto Colombia pier and the relocation of international port activities just 20 km away to the Port of Barranquilla, the analysis often takes a perspective solely focused on the urban and business development of the latter.

As navigation became possible through "Bocas de Ceniza,"¹ ships could reach the port of Barranquilla (Polo and Solano 2011). From this standpoint, the benefits that led to the closure of the Puerto Colombia pier for Barranquilla are accurately documented; however, the impact on the population and history of Puerto Colombia remains understudied and obscured.

It is crucial to question: Who or what entities truly benefited from the relocation of port operations? What were the social, economic, and cultural implications for the municipality of Puerto Colombia and its residents? These inquiries prompt us to reflect on the importance of approaching the topic from a broader and deeper perspective.

Therefore, this article aims to explore the causes behind the closure of the Puerto Colombia pier from a comprehensive perspective. It is essential to note that the objective of this research is to establish a solid foundation for further exploration and analysis of the social and economic impact resulting from the pier's closure. Additionally, the critical examination of how historical

narratives have been biased towards the perspective of Barranquilla, leading to the invisibility and marginalization of the history and experiences of the Porteños, is intended.

This article represents an effort to unveil and provide a accurate view of the events surrounding the pier's closure. It is hoped that this contribution will enhance understanding of the complex relationship between the two municipalities and reconstruct it in a historiographical manner.

The work begins with a meticulous review of secondary and primary sources for comparison, including oral testimonies and relevant historical documents. Crucial aspects such as the socio-economic context of the time, government policies, commercial dynamics, and tensions between Puerto Colombia and Barranquilla will also be addressed.

In examining the reasons behind the shift of port activities from Puerto Colombia to Barranquilla, we discover that the fate of the citizens of Puerto Colombia was compromised from the early days of the pier's existence.

During the first decade of the 20th century, Puerto Colombia lacked basic services such as water supply, drainage, telephony, and electricity, the latter limited to the maritime pier. In contrast, Barranquilla made continuous investments in basic public utility infrastructure.

To provide context, immigrants played a crucial role in the early recording of city images and the installation of services such as electricity, telegraphy, and telephony in the preceding decades. This fostered an active nightlife in the streets and entertainment venues, attracting travelers interested in local life and customs (Caballero, 2000).

As a consequence, the lack of significant initiatives for industrial or commercial development in Puerto Colombia reinforced its economic dependence on decisions made in Barranquilla. This scenario deepened the economic and social gap between the societies of Puerto Colombia and Barranquilla.

It is important to emphasize that this article does not seek to establish rivalry between two geographical contexts but rather underscores the need to recognize and value the history and individual contributions of each, which remain somewhat obscured over time.



Fig. 2. Archive of the Romantic Museum of Barranquilla. Puerto Colombia Dock, after the concrete casing works have been completed. 1894.



Fig. 3. Deutschefotothek.de. Photograph taken by Horst Martin (Am Strand), Puerto Colombia Pier 1937. Note: The maritime pier out of use.

METHODS

Within the process of closing the mentioned pier and relocating port activities to Barranquilla, this research will delve into various contexts, companies, and individuals that influenced this decision. The study period will span from 1888 to 1936, a significant chronological stretch during which the Puerto Colombia maritime pier became the country's primary infrastructure for foreign trade and a strategic hub for Barranquilla's economic development.

The considered timeframe encompasses the creation to the closure of the Puerto Colombia pier, as well as the progress of port activities in that locality. These findings provide a significant contribution to understanding and appreciating the commercial momentum experienced by Barranquilla. This investigative effort has been carried out from a historical perspective, examining numerous documents, authors, interviews, and events that have allowed us to delve deeply into the commercial past of both cities.

This log is grounded through actions that have already examined and interpreted events serving as the basis for constructing an organized framework of Colombia's social and economic context from the late 19th to the early 20th century. Thus, a temporal construction of contents, such as newspaper articles, chamber of commerce reports, government bulletins, etc., and propositions provided by previously mentioned authors, has been undertaken. Through annotations and the categorization of events related to port activity, new interpretations have been generated, enriching historical narratives, highlighting the impact on Puerto Colombia, even though the central role of these narratives is Barranquilla.

For this research, various sources were employed, both secondary and primary. Secondary sources included history books, notable titles being “Historia Social del Caribe Colombiano” (2011), “La Industria” (1892), “Ferrocarriles en Colombia y la búsqueda de un País” (2011), as well as written press archives, such as “Colombia mueve dragas a Puertos” (2007), “Estacion del Ferrocarril de Bolivar, un testigo del progreso nacional” (2023), and documents issued by contemporary control bodies, for example, “Almanaque de Eventos Colombianos” (1922), and authors specialized in the history of Barranquilla and Puerto Colombia, who, in some cases, address the relationship between the two cities.

On the other hand, primary sources were consulted, including statistical bulletins, population censuses, and financial reports, providing a comprehensive and sufficient insight into the social and economic aspects of the study period. This fundamental information is preserved in specialized historical archives, such as the Historical Archive of the Atlantic located in Barranquilla, the Puerto Colombia Foundation in the city of Puerto Colombia, the Ibero-American Institute in Berlin, and the Luis Ángel Arango Library in Bogotá.

This research will approach the study object from a historiographical perspective, where the “Conceptual History” analysis proposed by the German theorist Reinhart Koselleck (2004) (2012) emerges as the suitable method for this task. To ensure precision in the inquiry, the categories of analysis to be implemented are “Synchrony” and “Diachrony,” which are also original concepts introduced by Koselleck. Since the testimonies of the authors and actors who justified the transfer of the dock, between 1888 to 1936, are considered secondary sources here, they will be contrasted with a set of documents attesting to demographic, operational, economic, and social aspects of the said transfer. Given that such documentation substantially differs from what has been argued thus far, it will be studied from a hermeneutic approach as the primary source of this research.

However, although the study revolving around Conceptual History could suffice for “comparative, correlational, and argumentative instances” as typically defined by Hurtado, J. (2012), a particular combination is proposed as outlined by the Design historian Betts, M.M. (2021) in one of their investigations. Betts combines Koselleck’s conceptual analysis with the stance of the British historian Quentin Skinner (2000), referred to as the “hidden intentionality in the history of ideas.” Thus, the author suggests that by articulating these perspectives, not only what the authors said about a particular phenomenon is revealed, but beyond that, the true intentions that supported them in saying it are unveiled. Hence, Skinner’s approach is also justified in this work.

The scope of this paper is to initiate a discussion about the intentionality behind the discourse that documented the events surrounding the closure of the Puerto Colombia pier. However, it is important to note that this document serves as a starting point for further research aimed at uncovering new angles of study within this historical context. Additionally, future investigations could explore the societal impact of such events, providing insights into the broader implications for communities affected by similar occurrences.

PUERTO COLOMBIAN CONTEXT IN 1888

The establishment of the Puerto Colombia maritime pier in 1888 was a pivotal moment for Barranquilla's connection to the Caribbean Sea. Barranquilla, strategically located at the mouth of the Magdalena River and only 18 km from the sea, has long served as a crucial hub for trade. Despite its industrial superiority, Barranquilla's centralized port and commercial activity remained distinct from Puerto Colombia's infrastructure.

On June 15, 1893, the dock underwent significant expansion and reinforcement, extending its dimensions to 4,000 feet in length and 50 feet in width. However, Barranquilla Customs maintained dominance in maritime trade despite these advancements.

Nichols (1954) highlights Barranquilla's historical connection to the sea, dating back to colonial times. The decision to relocate the port to Barranquilla's urban core in the early 20th century reflected the city's rapid growth.

Vergara and Foulquier (2012) note Barranquilla's decision to relocate its port to the urban area, where it remains today, albeit with infrastructure and urban degradation challenges.

López (1922) describes Puerto Colombia as a town with significant commercial activity and infrastructure, serving as a terminal station for the railroad and housing the National Customs House.

In conclusion, the creation and relocation of the Puerto Colombia maritime pier played significant roles in the region's port history. Barranquilla's strategic location allowed it to control national trade for decades. Despite Puerto Colombia's symbolism of progress, the evolution of Barranquilla and the need for integrated port infrastructure led to the port's relocation. Challenges persist, but the history of these maritime piers underscores their importance in connecting the country's interior with the Caribbean Sea.

THE GOLDEN YEARS OF THE PUERTO COLOMBIA PORT

The expansion and reinforcement of the Puerto Colombia pier in the late 19th century ignited Colombia's growth in international trade. While Barranquilla handled customs and domestic product flow, Puerto Colombia became the country's gateway to the world, consolidating export activities. By 1896, Barranquilla's port managed 60% of Colombian foreign trade, with 20-30 commercial houses established. Despite its railway station and docking capacity, industries favored Barranquilla over Puerto Colombia, limiting the latter's economic diversification. Between 1888 and 1920, Puerto Colombia saw migration waves, yet many immigrants viewed it as a transit point to settle in Barranquilla or the Colombian savannah.

It can be concluded, while Puerto Colombia played a crucial role in Colombia's international trade, its exclusive focus on exports hindered regional economic development. The period from 1888 to 1920 was pivotal, marking a significant era of transformation and growth in Colombia's commercial landscape, with Puerto Colombia at its forefront.

Principales puertos de Colombia



Fig. 4. Infographic by Daniel Gonzalez. *la Prensa Daily*. Panama. 2007. Main Ports of Colombia. Location of the Port of Buenaventura.

THE NEW COMPETITORS

Port development in Colombia has been shaped by several factors over time. The separation of Panama highlighted the importance of coastal areas as communication links with the Caribbean and North and Central America (Polo & Solano, 2011). Political turmoil hindered strategic port development, leading to a focus on Barranquilla's growth as a trade hub.

Initially a small river port, Barranquilla faced challenges due to navigational obstacles. By the late 19th century, it emerged as Colombia's primary port (Correa, 2012). However, new competitors like Buenaventura emerged, surpassing Puerto Colombia in exports post-World War I, becoming a key maritime connection for Colombia (Polo & Solano, 2011).

Barranquilla itself posed competition, with the construction of a breakwater facilitating direct sea-to-river access, diminishing Puerto Colombia's significance. This decline was accelerated by the inauguration of the breakwater project in 1936, prompting discussions about relocating maritime operations to Barranquilla since 1915.

Justifications included the Panama Canal, Pacific Railroad, and Buenaventura Port developments, redirecting trade routes away from Puerto Colombia (Bell Lemus, 2014). This shift led to reduced trade volumes and unfair competition for Barranquilla, discouraging further investment in Caribbean ports. In conclusion, Puerto Colombia's decline signaled a broader reconfiguration of Colombia's maritime infrastructure, impacting regional economies negatively.



Fig. 5. Noches de Bohemia - Arte y Cultura Magazine. Blog. 2017. Image of Mr. Alberto Pumarejo and the Minister of Public Works César García, observing the entry of the first ship to Bocas de Ceniza on December 22, 1936.

BARRANQUILLA'S INDUSTRY AND BOCAS DE CENIZA

The historical significance of Barranquilla as a vital commercial center in Colombia's northern coast has been underscored by its strategic location at the Magdalena River's mouth in the Caribbean Sea (Polo & Solano, 2011). Conversely, Puerto Colombia, though pivotal for trade, lacked substantial industrial development, hampering its sway in national decisions (Cisneros, 1892).

Operational hurdles, including challenges in rail transport between Puerto Colombia and Barranquilla, highlighted deficiencies in the port system (Correa, 2012). The sway of Barranquilla's industrialists on government decisions favored the centralization of trade operations in Barranquilla (Bell Lemus, 2014).

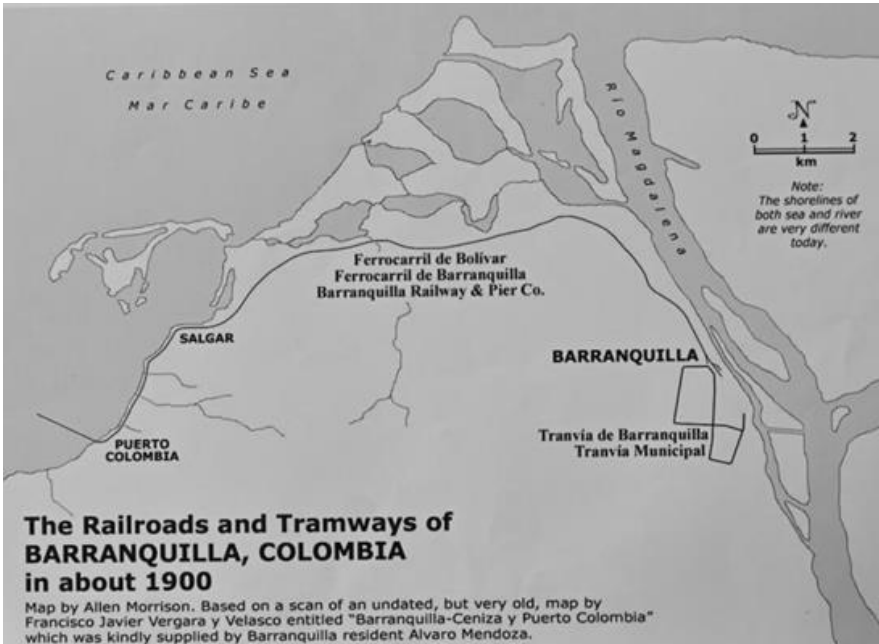


Fig. 6. El Herald newspaper. Barranquilla - Colombia. 2023. Bolívar Railroad Station: A Witness to National Progress.

Industrialists spearheaded initiatives to stabilize the Magdalena River mouth, enabling direct vessel access to Barranquilla, sidelining Puerto Colombia (Correa, 2012). The emergence of Buenaventura Port intensified competition, with Barranquilla's industrialists perceiving Puerto Colombia's pier as a trade disadvantage (Polo & Solano, 2011).

Between 1922 and 1928, Puerto Colombia's cargo and passenger transportation flourished but plummeted in 1928 due to the 1929 crisis (Correa, 2012). Government consideration for repurchase in 1933 culminated in finalization in 1934, followed by the transfer of administration to the National Railways Administrative Council until 1940 (Correa, 2012).

Barranquilla's business guild's influence galvanized resource mobilization for the Bocas de Ceniza project, securing direct ship access to Barranquilla (Correa, 2012). High freight costs and the competitive disadvantage of rail transport between Puerto Colombia and Barranquilla fueled the push for operations relocation (Bell Lemus, 2014).

The relocation from Puerto Colombia to Barranquilla was primarily driven by Barranquilla's business guild's preferences (Correa, 2012). While local factors justify the shift, considering regional impacts on the nation's economy and locality development is crucial for a comprehensive understanding of economic transformation (Polo & Solano, 2011).

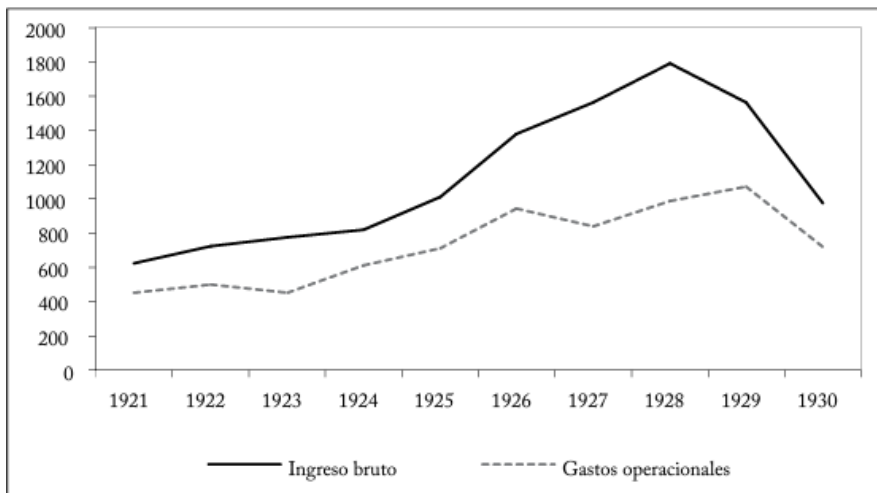


Fig. 7. Port Revenue Graph of Puerto Colombia 1921-1930. Juan Santiago Correa R. 2012.

DISCUSSION

The trend among historians documenting the closure of Puerto Colombia's pier and the process of maritime development in Barranquilla on the Magdalena River has been biased due to the economic and cultural leadership exerted by Barranquilla's society along much of the Colombian Atlantic coast.

Most studies have focused on presenting the abandonment of the pier as a justified strategy to enhance the port sector in the region. However, questions arise: Who truly benefited from this shift in port operations? Why was a deep-sea port infrastructure abandoned at sea in favor of relocating the entire port operation to a river requiring constant dredging to maintain navigable conditions? Could the economic evaluation supporting the relocation decision have been unbalanced in favor of interests in the city of Barranquilla? Furthermore, the purchase of the port and railway by the Colombian government, followed by their closure in such proximity to the acquisition, raises many more questions regarding this ambiguous financial maneuver.

It is crucial to broaden the analysis beyond the logistical and economic benefits for Barranquilla and study the consequences for other communities and businesses following the closure of Puerto Colombia's port.

From a national perspective, the Colombian state lost a deep-sea maritime pier and a railway spanning over 30 kilometers, condemning the residents of Puerto Colombia and nearby communities to state abandonment.

For decades, the history of these communities has been overshadowed in favor of a more prominent and widely documented narrative: the history of Barranquilla.

	1888	1893	1920	1929	1936
	Railroad Station Opening (Baq-PtoCol)	Beginning of dock operations with reinforced steel and concrete structure	Buenaventura Seeport Opening	Beginning of construction of the "Bocas de Ceniza" jetties	Port of Barranquilla becomes operational as a maritime dock
Argument A: Framework A Secondary sources	Puerto Colombia dock is integral to Barranquilla's infrastructure	Barranquilla holds sway over all commercial activities at the Puerto Colombia dock	The emerging competition justifies the relocation	Necessary infrastructure to reduce costs and enhance competitiveness	Puerto Colombia, an outdated port with an expensive railway
	Nichols (1954) emphasizes Barranquilla's historical maritime ties from colonial ports to the construction of the Puerto Colombia dock. It justifies the dock's abandonment due to Barranquilla's rapid urban growth by the 1930s.	Sourdis (2009) asserts that Barranquilla's geographical advantages and its role as a river port and maritime trade hub propelled its prominence. These factors attracted foreign immigrant groups, contributing to local elites and fostering industrial growth and development.		Correa (2018) suggests that the decline in commercial activity at Puerto Colombia was leveraged to compel the national government to invest in the construction of breakwaters at the mouth of the Magdalena River. This was aimed at shifting commercial operations to the port of Barranquilla, thus reclaiming market share.	Bell Lemus (2014) underscores that the relocation of maritime trade from Puerto Colombia to the port of Barranquilla was prompted by the construction of the Panama Canal, the Pacific Railroad and the Buenaventura Port, which disrupted trade routes and diminished the significance of the Puerto Colombia pier.
Argument B: Framework B Primary sources	Puerto Colombia was a well-established town, lacking customs authority	Being the country's main maritime port didn't translate into the development of its population	Competition served as an excuse to shift trade to Barranquilla	The Bocas de Ceniza project was unnecessary and would bring forth new challenges	The Puerto Colombia dock and the Barranquilla port were not mutually exclusive projects
	López (1922) indicates that since the 1800s, the city of Puerto Colombia already had an established and organized population around port activities.	Correa (2012) states that the proximity of Barranquilla to the port of Puerto Colombia was what positioned it as a leader in the country's foreign trade during that period, and not the other way around.	Cisneros (1892) suggests that outsourcing the cargo transportation service between the port of Puerto Colombia and the customs in Barranquilla turned out to be a detrimental factor for the economic interests of the industrial gulfers of Barranquilla. Due to their influence on the national government, they pushed for the mobilization of resources for canalization and stabilization projects at the mouth of the Magdalena River.	Rauch (1926) emphasizes that Barranquilla not only maintained customs control over all goods at the port of Puerto Colombia but also managed and maintained the railroad locomotives from workshops located there.	Marquez (2011) attributes the characteristics of "fast and affordable" to the railway line between Puerto Colombia and the port of Barranquilla.

Fig. 8. Concept Comparison Chart and Event Interpretation Timeline. Self-Developed 2023.

The following illustrates how we contrast different perspectives on the closure of the Puerto Colombia pier. This figure exemplifies the process of comparing concepts from sources that have documented the events associated with this historical event differently.

This study represents a first step in researching the decimation of Puerto Colombia's port infrastructure and how these events impacted the urban and economic transformation of the city in the second half of the 20th century.

The purpose of this research is to contribute to the study of coastal cities, analyzing the relationship between communities and their infrastructures, and the impact altering these relationships can have on the urban configuration of the environment.

Moreover, it aims to critique how levels of social influence, reflected in the consolidation of an economically and culturally advantaged middle class, can shape a specific historical narrative and conceal events that could provide a more objective view of certain moments in history.

In summary, the historical focus on the relocation of port operations from Puerto Colombia to Barranquilla has been biased due to the dominance of the latter city's narrative. This perspective has minimized the importance of other affected communities and obscured the social and economic consequences of the pier's closure. The study calls for a reconsideration of how economic and cultural interests can shape historical perception, highlighting the need for more equitable and impartial research. Reflecting on the past from diverse perspectives allows us to learn from mistakes and successes, contributing to a more inclusive and just future for all communities in the region.

CONCLUSIONS

The intertwined history of Barranquilla and Puerto Colombia has spanned over time. Barranquilla always held the customs control, while Puerto Colombia, during its era as a maritime

port, was primarily regarded as a transit point. It served as a nexus between the Western world and an emerging nation.

The narratives about the diverse immigrant groups from places such as Germany, Italy, Austria, Lebanon, Syria, and others, as well as anecdotes about the introduction of radio, musical instruments from European factories (which were essential for the development of the characteristic sound of the early Colombian Big Bands), the first soccer ball, among others, are merely intriguing moments without a significant impact on the social growth of Puerto Colombia. These immigrants and their goods eventually moved on to other destinations where they found a home. Initially, Barranquilla was favored due to its proximity to the major maritime port, but like her, many other cities along the Magdalena River also played a similar role in this process.

Although past issues with the use of the railroad were documented, we cannot overlook the lack of attention to the recurring dredging of the Magdalena River. This dredging has been continuously carried out to maintain the necessary depth at the port of Barranquilla. As documented by López, H. (1922) in the *Almanac of Colombian Events*, it is stated that 'There were months when with the cargo that the railroad transported from Puerto Colombia to Barranquilla, it could have covered, perhaps even completely hidden, the deficient and not very secure warehouses that had been in service for many years'. This statement illustrates how investments in the construction of 'safer warehouses' at the customs of Barranquilla were justified. Furthermore, it indirectly raises the idea that the use of the railroad increases the chances of cargo theft.

It is then observed that the shift of maritime commerce from Puerto Colombia to Barranquilla was driven by the vested interests of a small group of entrepreneurs. This change was perceived as an opportunity to strengthen their

private businesses, without considering the impact on local social or urban growth. It is evident that they were also not interested in fostering channels of international trade, something crucial for the country's development.

Undoubtedly, it would have been beneficial for Colombia to maintain the maritime port of Puerto Colombia, simultaneously with improving the access of large vessels to the fluvial terminal of Barranquilla on the Magdalena River. This strategy would have fostered business competition, stimulating the constant pursuit of improvements and competitiveness in the ports, resulting in an increase in port capacity and hence strengthening international trade.

Among the prominent figures in literature as drivers of the commercial activity transfer between the ports are individuals such as Robert H. Parrish, who in 1933 was the legal representative of the Puerto and Terminal de Barranquilla company; Karl C. Parrich, a prominent urban developer and crucial intermediary in Barranquilla before the national government for the consolidation of works on the western dam of the Magdalena River (necessary for the stabilization of the river mouth and safe access of maritime vessels to the port of Barranquilla); and others like Víctor Dugand, owner of Banco Dugand in Barranquilla and promoter of business initiatives for the regulation of energy and water services in the city, among others.

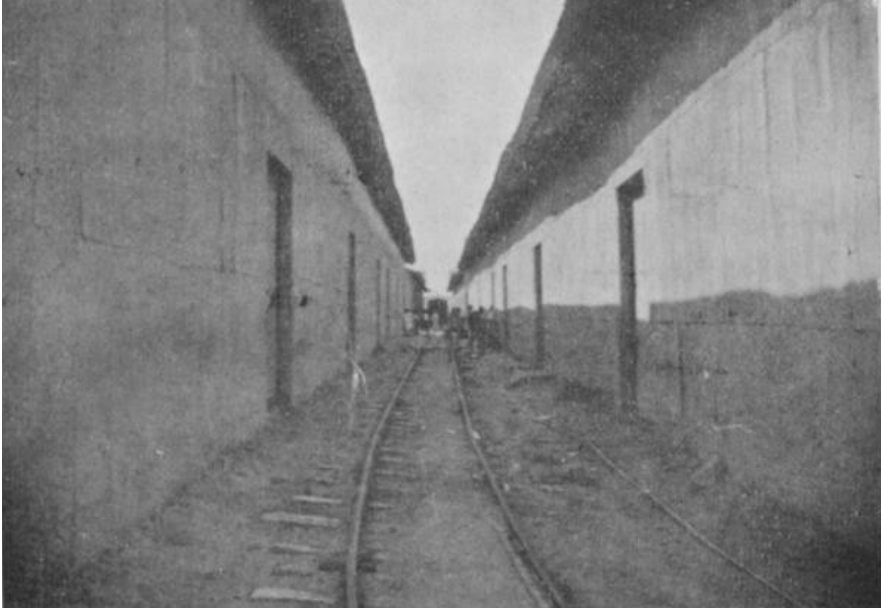


Fig. 9. Almanaque de los Hechos Colombianos. Barranquilla, Colombia. 1922. A branch of the railway line between two of the solid buildings of the new warehouses, in the Customs of Barranquilla.

All these entrepreneurs are praised by Vergara and Baena in their book “Barranquilla, its past and its present” from 1946.

Furthermore, the strategy implemented by Karl C. Parrish and Manuel de la Rosa, which consisted of building houses and urban spaces inspired by architectural styles from countries like the United States (known as the El Prado Neighborhood), as well as the initiative led by Mr. V. Dugand in creating water and energy service companies in Barranquilla, created a conducive environment to attract foreign entrepreneurs and capital to settle in the city. Despite these urban development initiatives, Puerto Colombia was never considered to benefit from them, despite hosting the maritime port through which all these foreigners arrived. The lack of basic services such as water and energy, along with the absence of attractive urban development, made it difficult for anyone with sufficient economic capital to consider settling in the neighboring city to the port, no matter how advantageous it was for trade.

The technical lag of the city of Puerto Colombia can be attributed to those same individuals who drove the development of Barranquilla. The evidence of this lies in the fact that Barranquilla always dictated the course of Puerto Colombia, thanks to its absolute control over port trade. Not only did it maintain customs control of all goods at the Puerto Colombia dock, but it also managed and maintained the railroad locomotives from workshops located in Barranquilla, as documented by Rasch (1928) in the Commercial Directory Pro Barranquilla.

We believe this study can serve as a starting point for future research on the process of deterioration of port infrastructure in the city of Puerto Colombia and the implications of this loss

on its social and urban development. It also opens the door to new questions about how certain public investment decisions, such as improving basic sanitation services and developing urban space, impact the commercial growth of a city.

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IMAGE SOURCES

- Figure 1 Map of the Location, Self-Developed [2023].
- Figure 2 Archive of the Romantic Museum of Barranquilla [1894].
- Figure 3 Digital Archive, Deutsche Fotothek.de. [1937].
- Figure 4 Digital Infographic, la Prensa [2007].
- Figure 5 Digital Archive, Noches de Bohemia - Arte y Cultura Magazine [2017].

- Figure 6 Digital Archive, El Heraldo Newspaper [2023].
Figure 7 Port Revenue Graph of Puerto Colombia 1921-1930, Revista de Economía Institucional. [2012].
Figure 8 Concept Comparison Chart and Event Interpretation Timeline, Self-Developed [2023].
Figure 9 Almanaque de los Hechos Colombianos. Barranquilla, Colombia. [1922].

