

The Barbary Treaties between the USA and Algiers (1795 - 1816)

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The Barbary Treaties refer to those written agreements formally signed and approved to settle peace and amity between the USA and the Barbary States¹ from 1786 to 1836. The reason for such Treaties was mainly to stop the acts of piracy perpetrated by the Barbary corsairs' on the American ships sailing in the Mediterranean and in the Atlantic. After its independence in 1783, the USA was obliged to sign such treaties with the Barbary States separately to protect its merchant ships from being attacked in return of a tribute to be paid annually. The USA signed in all ten (10) treaties with the Barbary Powers. While the first was signed with the Sultanate of Morocco on June 28 and July 15, 1786, the second and the third were respectively contracted with Algiers (*Algieria*),² on September 5, 1795, and with Tunis on August 28, 1797. The fourth treaty was concluded with Tripoli on November 4, 1796, and then signed at Algiers on January 3, 1797, for a third-party witness.

The treaties were not often honoured, which pushed the USA to engage into two wars against the Barbary States during the early years of the 19th century. While the First Barbary War engaged the USA and Tripoli in 1801 and ended with a treaty on June 4, 1805, the Second was waged by the USA against Algiers in 1815 and ended with the signing of two treaties on June 30 and July 3, 1815, and on December 22 and 23, 1816. The last Barbary Treaties were later signed with Tunis on February 24, 1824, and with Morocco on September 16, 1836. This Article is an attempt to shed light on the Barbary Treaties between the Regency of Algiers and the United States of America between 1795 and 1816.

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Algiers' Acts of Piracy and their Effects on the US Commercial .A Interests in the Mediterranean from 1783 to 1795.

The Barbary States probably got their name from the Berbers, who were largely scattered in tribes across the North African coast. They were ruled by Deys,³ who found in piracy an easy source of wealth. In theory, they were under the nominal control of the Sultan at Constantinople, but in practice they were independent and absolute monarchs.

The origin of Algiers' piracy probably goes back to the Moors, who sought asylum in Algiers after they had been expelled from Spain in 1492. They started attacking the Spain's merchant ships to affect its commerce and by the same token ensure a source of revenue.⁴ In response, Spain fortified an island on the offshore of Algiers in 1514, which was named *Peñon del Alger*, to control the navigation. The Spanish fortification pushed the officials and inhabitants of Algiers in 1516 to call for the help of the Turk Aruj, also known as Barbarossa, to defend the city and to drive the Spanish away from the coasts of Barbary. Algiers declared itself as part of the Ottoman Empire in 1518, and its military domination of the western basin of the Mediterranean Sea began from 1529 when the Spanish were driven off the island of Peñon. This domination was realised by Arudj's brother and successor Kheyr-ed-din in the command of a fleet of thirty six warships that he manned by Moorish fighters rescued from servitude in Spain.⁵ Algiers' corsairs attacked the coastal towns and ships in flotillas under the banner of the Ottomans Empire.

However, during the 18th century, Algiers' activities became less military and more commercial in character since piracy became the main source of revenue for the Barbary rulers. Countries such as Great Britain and France found it more convenient to pay tribute to such rulers than to undertake the loss of their ships, cargoes, and men. Algiers' corsairs openly operated out of major seaports of Tunis and Algiers where they sold their booty in marketplaces. Their tactics changed since their raids became generally conducted by one heavily manned ship that looked like a small ship carrying few passengers. As it approached alongside its target, the pirates would spring over to aboard taking everything and killing those who resisted. Generally, they took the crew and passengers to be sold as slaves.

The threat of Algiers' corsairs on the ships of the British Thirteen Colonies began with their Declaration of Independence in 1776, because the British Navy no longer protected them. Instead, they were protected by the *Treaty of Amity and Commerce* of 1778 concluded with France during the Revolutionary War. That's why records of attacks on the ships of the Thirteen Colonies could not be found. However, after the independence of the USA in 1783, its merchant ships sailing in the Mediterranean were attacked by the Barbary corsairs. Although such threat was constant, the Americans were very interested in the commercial exchanges with the countries of the Mediterranean. While they especially exported tobacco, furs, indigo and lumber (for shipbuilding) to Europe, in addition to sugar and molasses, their imports concentrated on such products as silk, salt, olive oil, and other manufactures.

Morocco was the first Barbary State to seize an American vessel in 1784. It was followed by Algiers that seized the schooner *Maria* of Boston on July 25, 1785,⁶ about three miles south of the Portuguese coast off the Cape of St. Vincent. The *Maria*'s captain Isaak Stevens and his crew were taken to Algiers as slaves.⁷ Just a week after the *Maria* had been seized, Algiers' corsairs captured the *Dolphin* of Philadelphia that was owned by the Irwin brothers and under the captainship of Richard O'Bryen.⁸ It carried a shipment of salt and 900 crowns in cash.⁹ The capture of the *Maria* and the *Dolphin* made the USA enter the 'club' of the states that paid tribute to Algiers to insure the safety of their ships in the Mediterranean waters, and ransom for the release of their captured citizens.

The US reaction to the capture of the two ships came three months later after the petition from the captives was read in Congress. John Lamb of Connecticut was informally instructed by Congress to consult with Thomas Jefferson and John Adams that were the American ministers in Paris and London respectively, on the possibility of making peace treaties with the Barbary States and establish commercial exchanges. Jefferson and Adams organised Lamb's mission without direct instructions from Congress to free the captives by offering a ransom of two hundred (200) Dollars for each man, which did not meet the demand of the Dey of Algiers Muhammad V Ben Othman (1766-1791). To ransom the captives and for a peace treaty to protect the American ships, the Dey demanded not less than six thousand (6000) dollars for a ship master, four thousand (4000) dollars for a mate and the same for each passenger, and fourteen hundred (1400) for each seamen, in addition to eleven (11) percent that was added according to

custom.¹⁰ The Dey refused the American offer because it was less than what was paid by the Mathurins, a religious order in France instituted for the redemption of Christian captives, to release about three hundred French captives. The US government could not pay the demanded sum because of the lack of necessary financial resources engendered by the huge foreign loans spent during the Revolutionary War.

The hostage matter was again brought to the attention of Congress in December 1790 by President Washington (1789-1797), to which the Senate resolved to appropriate forty thousand (40 000) dollars for the ransom on February 1, 1791. However, on March 3 a new resolution rescinded this appropriation because of the unexpected expenses of the expedition against the Indians in the Northwest Territory. It was estimated that there were about one hundred and fifteen (115) American slaves in Algiers in 1793.¹¹ The Senate allocated the required money to ransom the captives of the *Maria* and the *Dolphin* in 1795, although Thomas Jefferson, as George Washington's Secretary of State, recommended Congress to declare war on the pirates. The issue ended with the signing of a treaty in 1795 that settled peace and amity between Algiers and the USA.

The Barbary Treaty of 1795 between Algiers and the USA. .B

The Barbary Treaty of 1795 was signed between Algiers and the USA on September 5, 1795, corresponding to the 2st of Safar, A.H. 1210. The original document of the Treaty, which was composed of twenty two (22) Articles, was written in Turkish and then translated into English. David Humphreys was appointed as Commissioner Plenipotentiary, by Letters Patent under the signature of the President and Seal of the United States of America on March 30, 1795, to negotiate and conclude a treaty with Algiers. On April 4, 1795, he was authorized to appoint Joseph Donaldson Jr. as Agent to lead the negotiations with Bashaw-Dey Hassan (1791-1799), which he did successfully. The final text of the Treaty was ratified by Congress on March 7, 1796.

In this Treaty, the Dey was in position of power since it was written in his name. He expresses in Article 1 the beginning of sincere peace and amity between the President and citizens of the United States of North America and of Algiers and his subjects. The Articles of the Treaty of 1795¹² were not well organised according to the themes debated in the negotiations. The negotiators of the Treaty debated the following seven (07) themes:

1. Treatment of US ships and citizens at sea or at Algiers.
2. Algiers' Neutrality vis-à-vis the wars engaging the USA and other nations.
3. The regulation of the commercial exchanges between Algiers and the USA.
4. The Christian slaves at Algiers.
5. Lawsuits.
6. The US Consul at Algiers
7. The annual tribute paid by the USA to Algiers.

The treatment of the US ships and citizens at sea or at Algiers is debated in eight Articles (3, 4, 5, 6, 8, 10, 19, and 20). While Article 3 gives a safe passage to American and Algiers' ships, goods, and passengers from being molested at sea, Article 4 indicates the way American ships were to be visited by Algiers' war ships. The latter were allowed to send two men in addition to the rowers for inspection of the US ships that had to present their passports, and only then they had the permission to proceed on their voyage unmolested. As for all American war ships, they had to provide a passport certified by the Consul himself. The Dey gave the USA eighteen (18) Months to provide passport for each ship sailing in the Mediterranean or Atlantic Seas.

The passengers of other nations travelling on US ships were granted the same treatment reserved to the American citizens as stipulated in Article 5, which forbade for the commanders of Algiers' ships to take any person from any nation embarked on an American ship to question, punish, or molest them. This article was intended to assure the passengers of other nations that travelling on US ships was safe for their souls and properties. Algiers' Dey provided assistance for the US ships anchoring at Algiers or passing by in Article 6 where US ships in distress or wrecked were to be helped by the subjects of the Regency. All goods saved from the wreck were to be re-embarked on board of any other vessel without paying any duties to the custom house. However, Article 8 specified that the Americans that were captured without a passport were condemned to pay a prize for their release. They were not to be captured again until they could get such passport from the US Consul at Algiers.

When at war with any other nation, the US ships were permitted to send their prizes into the ports of the Regency and dispose and keep their loads without paying duties as granted in Article 10. Such ships were also permitted to buy the needed refreshments at the marketplace. Article 19 dealt with the treatment reserved to the American citizens or Algiers' subjects. It was designed to provide respectful treatment of the American citizens travelling on board of the ships of the enemies of Algiers. The same treatment was to be guaranteed by the American ships to Algiers' subjects. As for the US war ships, Article 20 defines the way they anchored at Algiers. First the Consul had to inform the Dey of their arrival, and then they were saluted with twenty one (21) Guns which they

replied in the same number. In this Article, the Dey pledged to send refreshments to the said ships gratis.

The second theme in Articles 7 and 9 concerns the neutral position that Algiers had to stand vis-à-vis the armed conflicts that would arise between the USA and other nations even with the other Barbary States. Under Article 7, the Dey and his subjects were not to sell or give any ship of war to the nations engaged in war with the USA. Any US ship captured by the nation in conflict with the USA was not to be sold at any port of the Regency, but should be supplied with the necessary provisions as stipulated in Article 9.

The third theme in this Treaty is about the regulation of the commercial exchanges between the two states, which are debated in Article 2 and 14. In Article 2 the ships of the citizens of the USA were permitted to trade in all the ports of the Regency after they had paid the usual custom fees except for the goods that were not sold and re-embarked. As for the military goods such as *“Gun-Powder Lead Iron Plank Sulphur Timber for building far pitch Rosin Turpentine and any other Goods denominated Naval and Military Stores”* they were permitted to embark or disembark and to trade at Algiers without paying any duties to the Custom-House. The Dey’s intention was to encourage the trade of military supplies and armaments between Algiers and the USA since such products were exempted from any taxes. As a further step in the development of free commerce between Algiers and the USA, Article 14 insists on the fact that the Americans had the right to buy and sell in the markets of the Regency without any constraints, and freight transport of their ships and goods were to be paid the same as offered to any nation. It also gives a guarantee for the American traders that they were not to answer for the debts of their Government. The fourth theme concerns the slaves at Algiers debated in Articles 11 and 12. As regards the slaves in the Regency of Algiers, the US vessels should not help them to escape on board even if they were Christian. If slaves were found on board of the ship, the captain and his crew had to return them back. The Dey firmly emphasised that no excuse was to be accepted if slaves from Algiers were found on board of the American ships. Article 12 forbade for any American citizen to redeem any slave in the Regency only with the consent of all parties. This Article stipulates categorically that any American citizen was found on a ship of a nation in conflict with Algiers without a passport, he was captured and his goods were confiscated.

The fifth theme dealt with in the Treaty in Articles 13, 15, and 16 is about the lawsuits that might be brought by Americans against Algerians and vice-versa, or between the Americans themselves. Article 13 deals with the properties of the deceased American Citizens within the limits of the Regency. Those properties were put in the custody of the US Consul. In case the latter was not present or

not yet appointed, or there was a will from the deceased, the said properties were deposited in the hands of a trustful person until one of the heirs appeared. The application of such will was not to be hindered by any official in the Regency. While the disputes between the Algerians and the Americans in Algiers were to be treated by the Dey in person according to the laws of Algiers, the disputes between the Americans in Algiers were to be decided by the American Consul according to the US laws as agreed on in Article 15. Article 16 goes further in specifying that the crimes (killing, wounding, or striking) committed by an American against a citizen of Algiers was to be punished as a Turk should be without causing prejudice to the US Consul. The latter was not to be taken responsible for the escape of any American imprisoned at Algiers.

The sixth theme concerns the US Consul at Algiers. A striking measure but not strange for the Muslim States was the religious liberty granted to the US Consul and his household, and the slaves of the same faith. In Article 17, the Christian slaves were no to be prevented to come to the Consul's house at hours of prayer to exercise their religion. This Article also granted the liberty and personal security of the Consul to travel to any place within the Regency. He had free licence to go on board of any vessel at any time. The Consul was also authorised to appoint his own dragoman (interpreter and translator) and broker. In case a war broke out between the two States, Article 18 granted to the Consul and all citizens of the USA present in Algiers a safe leave to embark themselves and their properties on any ship they chose. The properties that the Consul brought with him from abroad to be used by him and his family in his house were free of charges as stipulated in Article 21.

The seventh theme debated in Article 22 is about the annual tribute that the USA had to pay to Algiers for the safe passage of the American ships, which was 12,000 *Algerine Sequins* (equivalent to \$21,600 at that time). It also specifies that the Dey of Algiers was in charge of any US ship captured after the 21st of Safer 1210, corresponding to September 5, 1795. It also clearly mentions in this Article that the breaking of one of the Articles in this treaty was not to be considered as a declaration of war, but reparation was to be made for the party injured.

C. The Breaking of the Barbary Treaty of 1795, and Second Barbary War in 1815.

Presumably, the absence of a US Navy from 1787 to 1795 was the cause for such humiliating situation as expressed by many American officials at that time. Although President Washington and Alexander Hamilton weighed in on the side of the maintaining of the Navy, the frigate *Alliance*, which was the last ship of

the Continental Navy, was sold in 1785. As expressed earlier, the American Government was too weak to maintain an armed force even a single warship. It was the recovery of the American maritime commerce and its development that pushed Congress to consider the establishment of a Navy. In 1794, a year before the settling of the Barbary Treaty with Algiers, Congress authorized the construction of six frigates.¹³ They were designed to be longer and more heavily armed than traditional frigates so as to realise a combination of firepower and speed. It was argued that the creation of a naval force would necessarily be among the first objects of the Government's policy to make The USA a respectable nation.

The Treaty of 1795 was not completely honoured by Dey Hassan and his successors.¹⁴ They took advantage of the events on the international scene that happened between 1797 and 1815, such as the Treaty of Tripoli between Tripoli and the USA (1797), the Napoleonic Wars (1799-1815), and the War of 1812 between the USA and Great Britain, to violate the Treaty either by capturing ships or raising new demands for the Americans to satisfy. Witnessing the tributes and presents that the Americans conceded to Tripoli, the Dey of Algiers raised new demands since the Americans could pay more than what they were paying him for the safety of their ships. The Dey's position of strength was not essentially derived from his naval force but from the fact that the European powers were more focused on their wars, which gave him free hand on the Mediterranean merchant sea routes. During the Napoleonic Wars, it was easier for Great Britain, France, and other European kingdoms to pay tribute to the Barbary States through treaties of peace and amity than opening new fronts of struggle with an unconventional enemy composed of marauding corsairs.

The first violation of the Treaty of 1795 happened on June 5, 1798, when the corsairs of Dey Mustapha VI Ben Ibrahim (1799- 1805) captured the brig *Mary* from Philadelphia, with its cargo and crew. This was the usual tactic from the Deys of Algiers whenever they needed financial resources, to which the Americans responded positively. The second violation happened by October 1807, when the Dey Ahmed Ben Ali refused to accept the equivalent of the Naval stores agreed on by treaty in cash as offered repeatedly by the US Consul Tobias Lear.¹⁵ On October 26, 1807, the Dey sent out a frigate that captured the schooner *Mary Ann* of New York, the brig *Violet* of Boston in the Straits of Gibraltar, and the ship *Eagle* of New York at about the same time. The crew of the schooner *Mary Ann* managed to recapture their ship after defeating the pirates and brought it safely to Naples. Lear successfully settled the issue by making the Dey receive the due tribute and ransom in cash, to which he

responded by releasing the vessels and crews, and a promise that the American commerce should not be molested or hindered.

The US declaration of neutrality vis-à-vis the Napoleonic Wars was beneficial to its economy since it developed to unprecedented levels on the expense of the Europeans whose economies were adversely affected. As a neutral country, the US ships carried commodities from all over the world and distributed European manufactures in ports worldwide including Britain and France. The total annual value of the US export trade reached high levels when hostilities started or resumed between the European powers, and decreased when peace was settled between the belligerent nations. Such events determined the US foreign export trade which rapidly advanced from \$8,490,000 in 1795 to \$45,523,000 in 1799 by the beginning of the Napoleonic Wars. The peace settled between France and Great Britain by the signing of the Treaty of Amiens on March 25, 1802 decreased the value of the US exports to \$35,775,000 in 1802, then to \$13,594,000 in 1803. Fortunately for the USA, the Treaty of Amiens lasted only one year and hostilities were renewed between the contracting parties, which had the effect of raising the value of the US exports to \$36,232,000 in 1804, and to \$53,179,000 in 1805, and then to the value of \$60,283,000 in 1806.¹⁶

However, the value of the US export trade realised only \$12,997,000 in 1808 because the neutrality of the USA was no longer respected by Great Britain and France that confiscated and plundered the US merchant ships. By 1810, the USA realised a value of \$24,391,000 due to its negotiations with Great Britain and France that were desperately in need of the US freight and goods. The strongest depression in the US foreign exports happened during the War of 1812 with Great Britain, since their value plummeted to \$8,895,000 in 1812 and to \$2,847,000 in 1813, then to the modest sum of \$145,000 in 1814. After the signing of the treaty of Ghent on December 24, 1814 that ended the War of 1812, and the Barbary Treaty with Algiers in 1816, the value of the US export trade again advanced to reach \$19,358,000 in 1817.¹⁷

Algiers did respect the Treaty with the Americans until 1812. However, Dey Hadj Ali Ben Khelil (1808-1815) raised new demands for tribute probably because of the remarkable growth of the US economy that was reflected by its exports to Europe. The Dey found in the War of 1812 an opportunity to violate the Treaty of 1795 since the USA was in a weak position and could pay any tribute demanded to avoid a new front of struggle. Therefore, his corsairs seized the brig *Edwin* of Salem in 1812 and enslaved her crew. Mordecai M. Noah,

recently appointed US Consul at Tunis in 1813, offered three thousand (3000) dollars to purchase their freedom,¹⁸ to which the Dey answered negatively. When the Americans did not give in, the Dey declared war on the United States. Presumably, the War of 1812, which ended with the signing of the Treaty of *Ghent* in December 1814, weakened the USA financially since the debt it contracted was of 81 millions of dollars, in addition to a previous one of 39 millions nearly £30,000,000 sterling at that time.¹⁹ Nevertheless, the country gained a strong naval force that it could rely on in defending its interests. On February 23, 1816, President Madison (1809–1817) sent a message to Congress recommending a declaration of war against Algiers to which it approved on March 2. A naval force under the command of Commodore Stephen Decatur²⁰ and Commodore William Bainbridge was sent to the Mediterranean on May 20, 1816.

The first of Algiers' warships to be captured by the American fleet was Rais Hammida or Hamidou's frigate *Mashuda* (46 guns) after a battle on the morning of June 17, 1815, in which the Rais died. On June 19, off Cape Palos, the second of Algiers' ships the brig *Estedio* (22 guns) was captured and sent it to Cartagena with most of the four hundred and six (406) prisoners from both ships.²¹ The US fleet did not make any other captures, and Decatur decided to sail to Algiers to force the Dey Omar or Umar Ben Muhammad (1815-1817) to commit to a treaty to annul the US tribute and to release all the US captives without ransom. This conflict, which is known as the Second Barbary War, lasted nearly three months and ended with the signature of two treaties in 1815 and in 1816.

D. The Barbary Treaties of 1815 and 1816.

The Treaty of 1815²² was concluded between the United States of America and his Highness Omar Bashaw-Dey of Algiers. It is different in many respects from that of 1795 because the balance of power tilted in favour of the USA. The original document of the Treaty included 22 Articles, and was written in English. After introducing the purpose of this treaty in Article 1, in which the two parties concluded a firm inviolable and universal peace and friendship

between them, the Americans annulled in Article 2 all tributes, ransoms, and biennial presents in any form or under any name that were paid to the Dey.

The second important issue was the Americans kept in slavery in the Regency that Article 3 expresses their immediate release and delivered to the American squadron that anchored off the port of Algiers. According to the Americans, there were more or less than 10 enslaved Americans in the Dey's possession, to be exchanged by the 500 Algerians in their possession. In Article 4, the American negotiator imposed on the Dey the compensation of the ten enslaved Americans in Algiers for the loss of their freedom and properties, including a quantity of bales of cotton left by the late Consul General. The Dey had to pay into the hands of the Consul-General William Shaler the sum of ten thousand (10,000) dollars as compensation for the *Edwin* and the seized properties of the Americans.²³

As in the Treaty of 1795, the American negotiators insisted on the protection of the US commercial interests in Articles 5 and 6. In Article 5, the vessels of the two nations were to navigate in the Mediterranean or Atlantic Seas without being molested even if they transported the goods of a nation that was at war with either party. They had not the right to take the goods of a citizen if found on a ship of a nation with which either contracting parties was at war once certified by the US Consul that such goods were the property of an American citizen.

The content of Article 7 is the same as Article 4 of the Treaty of 1795, except for the punished in the most exemplary manner of the *Rais* and his crew if they insulted, molested, or plundered the properties of the Americans. In case a citizen of both parties had bought a prize ship condemned by one of the parties, he was given in Article 8 a period of six months to procure a passport for such ship. The Certificate of Condemnation and the bill of sale were to be considered as sufficient passport to sail freely within this period of time.

The objective of Article 9, 10, 11, and 12 was to determine the assistance to be given to the ships at the ports of both nations. Merchant ships at the port of both parties were to be supplied at the market price, and in case a vessel was in distress, wrecked, or needed repair, it could voluntarily land and re-embark its cargo without paying customs or any duties. Article 11 provides the mutual protection of both ships that would be attacked by their respective enemies. When the concerned ship proceeded to sea, it had to be protected from being pursued within 24 hours from its departure. These measures concerned only the American ships sailing in the Mediterranean that the Dey had to restrain his

cruisers from attacking them and to protect them as well. In addition to such measures, Article 12 introduces the reciprocal right of establishing Consuls in each country with full privileges, immunities, and jurisdictions.

The balance of power in favour of the Americans is felt in Article 13, which is the complete opposite of what was agreed on in Article 11 of the Treaty of 1795. In this Treaty, if any Christian, or any captive in Algiers escaped and took refuge on board of an American ship of war, they were not to be required back. The Consul of the United States and the commander of the ship were not required to pay anything to redeem the slaves that escaped. The rest of the Articles are the same in content as those of the Treaty of 1795.

The Treaty was signed at Algiers on July 3, 1815, by Omar Bashaw-Dey of Algiers, and William Shaler and Stephen Decatur. It was submitted to the Senate on December 6, 1815, and Ratified and Proclaimed by the United States on December 26, 1815. However, as soon as Decatur left, the Dey renounced the treaty and his corsairs pursued their attacks on ships sailing in the Mediterranean.

This Treaty had the effect of revealing the weakness of Algiers and paving the way for the other nations to impose on it treaties like the one the Americans contracted. Reprimand for the pursuit of attacks on the ships sailing in the Mediterranean did not come from the USA but from an Anglo-Dutch fleet under the command of Lord Exmouth that bombarded Algiers in 1816 for nine hours, which was enough to extract from Dey Omar or Umar Ben Muhammad (1815-1817) a treaty. In this treaty the Dey agreed to stop the enslavement of Christians, and the reduction of the British tribute payments to an annual £600 as fee for consular privileges.

In the same year, the Americans came back to Algiers to assess the application of the Treaty of 1815. Both parties contracted the Treaty of 1816, which is a replica of that of 1815 except for Articles 3 and 4, which were added to specify that the restitution of the prisoners and persons in captivity of both parties as well as the bales of cotton of the US Consul as demanded were duly executed.²⁴ The Treaty of 1816 was signed at Algiers on the 22nd day of December 1816, which corresponded to the 3rd of Safar, 1232.

Since then, Algiers' corsairs ceased attacking the American ships not essentially because the Regency respected the contracted treaties, but because of the decline of its naval force. Such decline was mainly engendered by the fight of Great Britain and other European countries against piracy and slavery in the

Mediterranean Sea, which reduced constantly its sources of revenue. In 1824, another British fleet under Admiral Sir Harry Neal bombarded Algiers because it renewed with piracy and slave-taking. The last chapter in Algiers' piracy ended with the French colonisation in 1830.

Notes:

¹ The Barbary States (Morocco, Algiers, Tunis, and Tripoli) and their acts of piracy against the American ships were first mentioned in the American official documents in 1778 in Article 8 of the *Treaty of Amity and Commerce* between France and the American colonies during the Revolutionary War. In this Treaty the King of France undertook the protection of the American ships in the Mediterranean Sea. The Article reads: "*The most Christian King will employ his good Offices and Interposition with the King or Emperor of Morocco or Fez, the Regencies of Algier, Tunis and Tripoli, or with any of them, and also with every other Prince, State or Power of the Coast of Barbary in Africa, and the Subjects of the said King Emperor, States and Powers, and each of them; in order to provide as fully and efficaciously as possible for the Benefit, Conveniency and Safety of the said United States, and each of them, their Subjects, People, and Inhabitants, and their Vessels and Effects, against all Violence, Insult, Attacks, or Depredations on the Part of the said Princes and States of Barbary, or their Subjects.*"

² Algiers was founded by the Phoenicians as one of their numerous North African colonies. It was known to the Carthaginians and the Romans as *Icosium*. It became under Arab Muslim control in 650. The present Algiers was founded as a centre of commerce in the Mediterranean by the Berber ruler Bologhin or Bulughin Ibn Ziri, the founder of the Zirid Dynasty in 950. The name was changed into al-Jazā'ir, which is the name it still holds, and from which 'Algiers' is derived.

³ The title Dey was given to the rulers of the Barbary States under the Ottoman Empire from 1671 onwards. If the Dey was already nominated Pasha, he was called Bashaw-Dey. The realm of Algiers' Dey was divided into three provinces: Beylik of the East (Constantine), Beylik of the Centre (Titteri) and Beylik of the West (Mascara and later Oran). Each Beylik was administered by a Bey. The rule of the Deys of Algiers (in all twenty-nine Deys) came to an end on July 5, 1830, when Hussein Dey (1818-1830) surrendered to the invading French forces.

⁴ Stanley Lane-Poole. *The Barbary Corsairs*. London: T. Fisher Unwin, 4th Edition. 1890.pp. 8-9.

⁵ Ibid., p. 59.

⁶ The date suggests that the USA was still governed by the Articles of Confederation in which there was no mention of the creation of an American Navy that would protect the US ships on high seas. This gap was filled after the elaboration of the US Constitution in 1787 since the newly established Federal Government could create and fund the Navy.

⁷ The crew of the schooner *Maria* was composed of Master Isaac Stevens, mate Alexander Forsythe, the seamen James Cathcart, George Smith, John Gregory, and James Hermit.

⁸ The crew of the *Dolphin*, which was captured on July 30, 1785, included master Richard O'Brien, mate Andrew Montgomery, the French passenger Jacob Tessianier, the seamen William Patterson, Philip Sloan, Peleg Loring, John Robertson, and James Hall.

⁹ Lawrence A. Peskin. *Captives and Countrymen: Barbary Slavery and the American Public, 1785-1816*. USA: Johns Hopkins University Press. 2009. p. 93.

¹⁰ Charles Sumner. *White Slavery in the Barbary States*. Boston: John P. Jewett & Company. 1853, p. 76.

¹¹ Ibid., p.78.

¹² Source: *Treaties and Other International Acts of the United States of America*. Washington DC: Government Printing Office. Edited by Hunter Miller. Volume 2, Documents 1-40 (1776-1818), 1931.

¹³ The six ships were built by different contractors in different cities of the USA, which made their launching dates nearly coinciding. They were: *United States* launched on May 10, 1797, *Constellation* September 7, 1797, *Constitution* October 21, 1797, *Congress* August 15, 1799, *Chesapeake* December 2, 1799, and *President* April 10, 1800. Only *Chesapeake* and *President* were armed with 44 cannons.

¹⁴ The Successors of Dey Hussan at the head of the Regency until 1817 were: Mustapha VI Ben Ibrahim (1799- 1805), Ahmed Ben Ali (1805-1808), Ali III Ben Muhammad (1808), Hadj Ali Ben Khelil (1808-1815), Hadj Muhammad (1815), Umar Ben Muhammad (1815-1817), and Ali IV Pasha (1817).

¹⁵ Allen W. Gardner. *Our Navy and the Barbary Corsairs*. Boston: Houghton Mifflin Company. 1905. p. 273.

¹⁶ Ibid., p. 20.

¹⁷ Ibid.

¹⁸ Charles Summer, op. cit., p. 97.

¹⁹ Hugh Murray. *The United States of America*. Edinburgh: Oliver & Boyd, Tweeddale Court. Vol. III, 1844, p. 347.

²⁰ The US fleet under the commandship of Decatur included: *Guerrier* with 44 cannons, *Constellation* (36), *Macedonian* (38), *Epervier* (18), *Ontario* (16), *Firefly* (14), *Spark* (14), *Flambeau* (14), *Torch* (12), and *Spitfire* (12).

²¹ Allen W. Gardner. Op. cit., p. 284.

²² Source: *Treaties and Other International Acts of the United States of America*, op. cit.

²³ Allen W. Gardner, op. cit., p. 286.

²⁴ Source: *Treaties and Other International Acts of the United States of America*, op. cit.