

		Science, Education and Innovations in the Context of Modern Problems Issue 10, Vol. 8, 2025	
		Title of research article 	
		European Residence Permits and Passports Issued by the Regency of Algiers Navy from the 17th to the Early 19th Century	
Dr. Sarhouda Yousfi		Lecturer- A, Department of History and Archaeology, University of Annaba Algeria E-mail: sarhouda.yousfi@univ-annaba.dz	
Issue web link		https://imcra-az.org/archive/384-science-education-and-innovations-in-the-context-of-modern-problems-issue-10-vol-8-2025.html	
Keywords		Regency of Algiers, Maritime Passports, Mediterranean Trade, European Diplomacy, Residence Permits.	
Abstract This study investigates the system of transit passports and residence permits issued by the Regency of Algiers to European nations from the 17th to the 19th century, and it aims to identify which European states obtained these crucial maritime documents, the nature of the gifts offered in exchange, and the subsequent impact on diplomatic relations. Methodologically, the research employs qualitative analysis of a representative sample of primary documents, specifically File No. 3190 from the Algerian National Archives, which contains original passports and lists of gifts presented to the Dey. The findings reveal that these passports were vital for European commercial vessels to safely navigate the Mediterranean by distinguishing them from targets for privateers, as France was the most active issuer of residence permits to protect its commercial monopoly. Furthermore, despite the documents' formal role in treaties, European consuls often engaged in their illicit trade, which strained the Regency's economic and diplomatic relations with powers like France and Britain, where the study concludes that these administrative instruments were central to the complex web of maritime security, economic interest, and international diplomacy in the Mediterranean. The political context of Mediterranean international relations during the period extending from the 17th to the 19th century governed the use of foreign ships in Algeria's trade with Europe and even the Arab East; consequently, we observe a multiplicity of nationalities—French, English, Dutch, among others—employed for commercial and religious purposes (such as transporting pilgrims), and even for political ends, like conveying.			
Citation Sarhouda Y. (2026). European Residence Permits and Passports Issued by the Regency of Algiers Navy from the 17th to the Early 19th Century. <i>Science, Education and Innovations in the Context of Modern Problems</i> , 8(10), 1207–1218. https://doi.org/10.56334/sci/8.10.104			
Licensed © 2025 The Author(s). Published by Science, Education and Innovations in the context of modern problems (SEI) by IMCRA - International Meetings and Journals Research Association (Azerbaijan). This is an open access article under the CC BY license (http://creativecommons.org/licenses/by/4.0/).			
Received: 14.04.2025		Accepted: 08.09.2025	
		Publishing time: 20.10.2025	

Introduction:

Maritime navigation between the Regency and European ports, in particular, relied on small and medium-sized ships; these vessels sailed in maritime convoys characterized by the absolute dominance of Venetian and French nationalities, with the latter's convoys distinguished by their significant numerical presence in the Mediterranean, their substantial material capabilities, and the variety of their ship types in securing connections between different regions of the Ottoman Empire (Belil, 2002, p. 59).

Upon their departure from Algiers or from any European state maintaining peaceful and commercial relations with the Regency, ships utilized residence permits for individuals intending to reside in Algeria and transit

permits for ships navigating the Mediterranean basin; these documents were typically granted by the Dey, as evidenced by the following example:

..."Therefore, on the date of our writing, the year one thousand two hundred and thirty [1815 AD], on the fifth day of the month of Dhu al-Qi'dah, the date of our document carried... by the Captain of the ship named Dembri from the group/category of the Ruh, and from the captains of our victorious corps and our chiefs, Mustafa Rais, you presented this ship of three masts and one lateen sail (meaning a polacca)... from the date of this document, a issued permit is given for his encounte..." (Algerian National Library, n.d.-a, 3190/388)

Consequently, the central inquiries arise: which nations obtained these documents? What was the nature of the gifts presented to acquire these passports? And did these passports exert any influence on the Regency's relations with European nations?

1. Study Sample:

To address the research problem, it was necessary to select a sample deemed representative and conducive to this presentation. Consequently, we utilized **Group No. 3190**. This collection contains data that enriches the study's subject from multiple perspectives, including identifying the authority that issued the passport and the beneficiary parties. The total documents in the second file of this group contain samples of passports granted by the Dey to some European ships, as well as lists of gifts presented by European states to Algeria in exchange for peace and friendship.

2. Residence Permits:

Residence permits are considered a measure implemented in France, where residence certificates or authorizations were among the most important administrative measures adopted by the Chamber of Commerce in Marseille (El-Amine, 20XX, p. 110). This chamber benefited from the royal statute of 1685 and held absolute authority to refuse or permit French nationals to reside in Algeria (Belil, 20XX, p. 146), for the following reasons:

Firstly, to protect the monopoly of commercial activities held by the community of Marseille merchants and companies in Algeria from any competition, even from other individuals from Marseille or other French nationals.

Secondly, to regulate travel towards the Maghreb by monitoring the movement of individuals towards the ports of these countries, thereby preventing the influx of new immigrants through unofficial channels whose activities and protection would be difficult to manage.

Thirdly, to prevent adventurers or experienced merchants from accessing Moroccan ports, and to avert the negative consequences of potential actions on their part that might contravene the provisions of the peace and trade treaties between the French and Algerian parties; actions which could adversely affect the interests of their compatriots residing officially (El-Amine, 20XX, p. 110).

To obtain these certificates, candidates were required to submit their applications to the competent committee of the Chamber of Commerce, which held the exclusive authority to review them and make the necessary decisions. Applicants, in turn, had to meet conditions deemed essential by the Chamber's administration for protecting the French presence and interests, whether in Algeria or elsewhere. Among the most crucial requirements was the provision of a guarantor (*kafee*)¹, which was emphasized by the French consul in 1805, who stated: "The freedom of trade and the possibility of anyone coming and settling in this country without a guarantee are matters destructive to our reputation and commerce" (El-Amine, 20XX, p. 111).

Furthermore, the Chamber of Commerce licensed some individuals at the request of consuls to reside in Algeria for trade purposes. For instance, it granted a license to the merchant Dominique Estain, partner of the Marseille trading house Liautaud, on October 19, 1742, for residence with the purpose of work. In a similar vein, the deputies of the Chamber of Commerce sent Blanc to work with the American consul, William Shaler, upon the request of Mr. Barry Poret²; consequently, the granting of licenses was not solely tied to personal guarantees; the consul's prerogatives enabled him to submit residence permit requests for workers, just as the deputies of the Chamber of Commerce could grant them.

¹ The guarantor (*kafee*) must meet certain conditions, including ensuring the good conduct of the license recipient and having the ability to compensate for any damages caused by that individual. For more information, see: (El-Amine, 20XX, p. 111).

² Barry Poret: A Marseille merchant and partner of the Gemon business house. He began his activity in Algeria in 1787, and obtained from his government the privilege of establishing a trading house in 1819 AD. See: (Belil, 20XX, p. 146)

Many contemporaries noted the high number of French nationals arriving in Algeria in the late eighteenth century. In this regard, Koko Fitsov observes: "...the French visit Algerian ports more than others and profit greatly in Europe from selling Barbary products and transporting them from place to place" (Koko Fitsov, 2024, p. 103)

Regarding the types of residence permits offered to French nationals arriving in the Regency of Algiers, we have compiled the following table:

Table No. (01): The most important licenses provided by the Chamber of Commerce in Marseille to its citizens coming to Algeria

License Type	Beneficiary	Issuing Authority
Licenses for establishing a business or commercial establishment	Merchants and their agents	Chamber of Commerce
//	//	Starting in 1743, it became the responsibility of the French Ministry of Foreign Affairs.
Licenses for hiring employees in commercial buildings or offices	- Commercial agent - commercial broker - commercial manager - registered in the transit certificate register	Marseille Chamber of Commerce

Perhaps the most critical information included in a residence permit was the individual's name and the capacity under which they resided in Algeria, followed by personal details and the mention of a local guarantor (kafeel); these measures were implemented to support the activities of French merchants in general, and those from Marseille in particular, within Algeria; furthermore, candidates for residence were selected with meticulous care to avoid any actions that could damage the relationship between the French and the local population or the governing authorities (El-Amine, 20XX, p. 117).

3. Passports: An Instrument for Distinguishing Friend from Foe

The matter of passports, known as transit permits and referred to in documents as "al-basaburt" (passeport), is among the most significant issues that contributed to the Algerian Regency's fleet asserting its dominance in the Mediterranean basin. Through these documents, the Raïs (corsair captains) could distinguish friendly nations, which had paid the tribute (hediya) for peace and obtained the passport, from enemy states which had not, as European and even American ships seldom entered the Mediterranean without a transit pass; these vessels ensured their safety either through a passport granted by the Regency's authorities, by purchasing one from a nation friendly to the Regency, or by acquiring a forged document.

European and American ships thus secured their safe passage in the Mediterranean by obtaining a sailing permit, achieved either through forgery or by purchasing a Mediterranean passport. A British ship, for its protection, required a passport written on a thin sheet of leather, adorned in an elaborate manner with splattered patterns (rashat) either engraved or drawn by pen in the margins, where a unique device was employed to verify the authenticity of these passports: they maintained a numbered stick with narrow grooves that corresponded to the shape of those watermarks (al-rashat al-ma'iyah), which were uniform and meticulously drawn on the border of the decoration. When a passport was issued, the following procedure was applied: it was not exceedingly difficult for an artistic draftsman to counterfeit them, especially with a genuine passport available for reference; in this context, it has been stated that many American ships maintained forged passports (Wilson, 2007, p. 173).

4. Methods of Obtaining Passports

The growth of commercial relations with Europe, beginning in the 1690s and particularly from 1740 onwards, contributed to a rising demand for the Algerian Regency's transit passports throughout the eighteenth century; consequently, European nations sought to acquire them through the following means:

4.1 Presenting Gifts:

European states offered gifts with the aim of either concluding treaties and agreements or currying favour with the

Dey's government³; this is evidenced by **Ludolph Harmsen**⁴, who sent a letter to the King of Denmark and Norway stating: "The Dey contacted me... and made me understand that the cannons granted for the peace treaty could not be used because their size was too large, and he tasked me with informing the King to send him, instead of 24 pieces of cannon, 24 of a different calibre. He said he wants 24 pieces of 18-pound shot and instead of 20 pieces of 12-pound cannonballs, 24 pieces of 12-pound shot, and to send him a carriage for each cannon for use on board a ship....."⁵

It appears that the Dey did not merely accept gifts as sent by the states but rather specified their requirements. This is observed in a letter from the same consul, who states⁶: ".....And I take this liberty to send to Your Majesty a copy of my correspondence which I sent from Livorno via Consul Bartels. Just as he offered the goods in Marseille, I sent these through the consul's mediation... and to convey to Your Majesty that the Dey flatly refused the cannonballs... saying he wanted them made of bronze, according to the agreement (or in other words, according to his preferences).... The agreement stipulates that they are of iron, not bronze, but he does not want to hear of this; on the contrary, he forced me to reload them onto a ship commanded by Captain John....., laden with salt for its return to Copenhagen, and the Dey expects His Majesty to send him 4 cannonballs.... of bronze next year."⁷

Furthermore, the Dey received a clock from the Danes and requested from their consul that another be sent. This was indicated by their consul, who stated: ".....as for the golden clock that was sent to the Dey, he expects His Majesty to send him another clock like the one he received from the Dutch, adorned with diamonds and very expensive; a similar one will be made in England by craftsmen superior to the Dutch, and it has been sent to Constantinople to the Most Sublime [Porte] and was received with a caftan in his capacity as Pasha....." (Odegaard, 2016, p. XX). To illustrate the scale of gifts sent by European states to the Regency, we have compiled the following table:

Table2: Gifts Presented by European States to the Regency of Algiers (1785-1802) (Odegaard, 2016, p. XX)

Document Number & Date (Hijri/Gregorian)	State	Gift Content	Notes
436 - Sha'ban 1199 H 1785 CE	Spain	- 4,000 quintals of gunpowder - 2,000 cannonballs - 25 bronze cannons - 100 masts - 500 quintals of thin ropes - 1,000 pine planks, 1,000 ruló planks - 100 barrels of tar, 50 barrels of pitch	Total gift value: 1,000,000 Riyals
439 - Rajab 1211 H January 1797 CE	Sweden	- 500 iron units for 36-pound cannon shot - 500 iron units for 24-pound cannon shot - 100 quintals of gunpowder - 50 masts (45 cubits long) - 1,000 ruló planks - 1,000 quintals of lead	Documents: 441, 442, 443 All pertain to gifts presented by Sweden to Algiers
445 - Ramadan 1212 H February 1798 CE	America (U.S.A.)	- 145 quintals of ruló planks - 49 barrels of nails	The gift contained other items

³ The Netherlands, Portugal, Sweden, and Norway pay taxes every two years, while France, Britain, and Italian states such as Venice pay them in cash or equipment. For more information, see: Mouloud Qasim Naït Qasim: *Algeria's International Personality and Global Prestige Before 1830 AD*, 2nd ed., Dar Al-Ummah Printing, Publishing, and Distribution Company, Algiers, 2012, p. 77.

⁴ Ludolf Hamken was born on November 4, 1696, in Bergen, Norway. He worked in the Dutch consulates (1726-1732), then as the Danish representative in Algeria (1746-1751). Ludolf Hamken spent the last years of his life in Tunis, where he repeated the success of Algiers (the peace treaty of 1746) by negotiating the treaty in December 1751 with the Bey of Tunis, Ali Pasha. For more information, see: Odegaard, T. (2016). *Correspondances of Ludolf Hammeken, the first Dano-Norwegian consul to Algiers 1746-1751*. ENAG Éditions.

⁵ Letter dated December 28, 1746, from Algiers. For more information, see: Odegaard, T. (2016). *Correspondances of Ludolf Hammeken, the first Dano-Norwegian consul to Algiers 1746-1751*. ENAG Éditions.

⁶ Gifts presented by the representative of the European consulates to the Pasha and his aides, such as the treasurer, the bailiff, the horseman, and the bailiff, often consisted of watches, jewelry, and gilded silk caftans.

⁷ Letter dated November 24, 1747, from Algiers. For more information, see: Odegaard, T. (2016). *Correspondances of Ludolf Hammeken, the first Dano-Norwegian consul to Algiers 1746-1751*. ENAG Éditions.

		- 442 ingots of lead, 74 sheets of lead	
452 - Rajab 1217 H November 1802 CE	Denmark	- 250 barrels of gunpowder - 28 quintals of lead slabs - 34 quintals of nails (in tzenka units) - 204 sheathing planks + 134 sheathing planks - 54 rul6 planks	The gift contained a list of various other planks

From the table, it is evident that the nature of the gifts was largely homogeneous, predominantly consisting of military matériel; it appears that the Dey and his officials presented these lists to the representatives of foreign states (the consuls) to be provided as gifts. Within the logic of the Beylik system, the gift governed the procedures and licenses granted by the Regency, thereby becoming a mandatory payment, exacted through various means.

Furthermore, if consuls failed to obtain passports for vessels of their respective nations, they would submit a report or dispatch a message to their home government urging the expedited delivery of the gift. This is precisely what the Danish consul in Algiers did when he stated: "...We are here exceedingly anxious about the non-arrival of the passports to present to the corsairs to avoid any disputes during encounters with some merchants who are subjects of His Majesty. Both he and we are deprived of all correspondence with Europe due to the war _ The Dey told me that it is necessary to purchase a small vessel to travel to and from Livorno to Marseille and return here by boat so that we may learn new information concerning the gifts..." (Odegaard, 2016, p. 110).

1. Purchase of Ships from the Regency

A captain purchasing a ship from the privateers (Raïs) in Algiers would obtain a passport authorizing its passage through the Mediterranean Sea. The archival documents in our possession provide some indications of this practice; for instance, **Group 3190** at the National Library indicates that Mustafa Rais captured a three-masted xebec (ybak) and sold it for 4,000 Spanish dollars (duro sabanya), with the ship's specifications and the captain's name recorded in detail. As stated in the text of the passport (dawaz):

"This passport is carried by Captain Zmirli from the Rûm (Christian/European) division, of the ship named Demikri, and from the chiefs of our victorious Ojak... the Bey has sold to the aforementioned bearer... for payment and delivery, and in his possession are nine naval crew (nawat bahriyya); he has hoisted the Ottoman flag and intends to voyage to the country of Izmir. He requested from our humble selves... from the date of this document for a period of six months. We have thus acquiesced to his request as asked and have placed in his hand what is mentioned... confirmations issued by all three Ojaks..." (National Library, n.d., 3190/388).

Another document states:

"...Hussein Rais, one of the chiefs of the Dār al-Jihād (House of Holy War), the Dār al-Ojak of the Algerian West, is embarking on a vessel of his own—a ship with three masts, one 'anbar (lateen sail?), and four cannons. This ship, in this transaction from a Spanish Rais, [was sold for] 1500 Spanish dollar riyals. The aforementioned amount has been received in full and complete payment, and he has hoisted the flag of Algiers..." (National Library, n.d., 3190/388).

2. Ships Carrying Ransomed Captives from the Regency

Obtaining a passport document was one of the most critical procedures for ensuring the success of a ransom operation. The passport explicitly detailed all the terms and conditions of the ransom process. Within **Group 3190**, we located a passport issued by Muhammad bin Uthman Pasha (1766-1791) to the Spanish religious mission affiliated with the Trinitarian Order (Amin Muhammad, 2011, p. 78).

The passport consists of two documents, numbered 404 and 405⁸. Among its stipulations, it states: "...In the year one thousand one hundred and eighty-two [1768 CE]... the Pope named Father Manuel Roteen, on behalf of the Spanish captives, requested permission for safe passage and security... their desire from us to grant the passport and [ensure] that vessels at sea concerning the acquisition of booty by our mujahideen sons, and the captains and raïs of Tunis and Tripoli..." (National Library, n.d., 3190/405).

4. The Impact of Passports on Relations between the Regency and France

⁸ Mohamed Amin pointed out the existence of similar documents in the archives of the Chamber of Commerce in Group (J) bearing the number 1381 in the archives of the Chamber of Commerce of the city of Marseille.

Tensions between the two nations emerged in the late winter of 1687 when the Algerian navy intercepted a suspicious vessel near the coast of Algiers; subsequent investigations revealed that the ship—constructed in the East, armed in Malta, and operating under Venetian service—simultaneously carried a passport issued by the Admiral of France. The vessel's objective was to surveil the Algerian fleet to ascertain whether it would advance eastward to support the Ottoman naval campaign against Venice, thereby facilitating a potential ambush. Suspicions toward France intensified when Algerian privateers frequently discovered French passports, issued by its consuls, in the possession of captains from hostile nations—a clear violation of the peace treaty between the two states (Gnanem, 2010, p. 133).

Article Two of the May 1666 treaty explicitly stipulated that the Algerian Odjak must ensure the treaty's inviolability under any circumstances and that, prior to departure from port, its vessels were obligated to obtain passports issued by the French consulate in Algiers to facilitate identification by French ships (Gnanem, 2010, p. 333). In 1717, a ship commanded by a French captain and bearing a French passport was diverted on the high seas; the captain altered course to Sicily, where all individuals aboard were sold.

The passport issue also significantly influenced the Regency's exercise of sovereignty, prompting Algiers to enact a series of measures penalizing ship captains and authorizing the confiscation of vessels and cargoes, notwithstanding the existing friendship treaty with France. This stance is illustrated in correspondence from Dey Ali to Secretary of State for the Navy Machault, dated July 29, 1755 (Plantet, 2013, pp. 221–223). Nevertheless, the situation must not be interpreted unilaterally to avoid perpetuating French narratives that consistently cast Algeria as the sole antagonist. Algerian ships—whether owned by its subjects or by Jewish merchants carrying Algerian passports—were equally vulnerable to European assaults; moreover, the perpetual state of war among European powers rendered grain-laden vessels particularly susceptible to piracy aimed at obstructing their access to ports such as Marseille and Livorno.

In 1793, Consul Vallière received instructions from the authorities in France urging him to lobby the Dey of Algiers to refrain from intercepting any grain-laden ships bound for France, regardless of their nationality, where the consul considered this request impossible and unfeasible to fulfill, as it would require Algeria to unilaterally end its state of war with all its enemies without obtaining any guarantees to protect its own ships and trade from these nations. Instead, he proposed that it would be preferable to request thirty Algerian transit passports for use by French ships, although he was aware that this would be an "embarrassing and inappropriate request"; nevertheless, he acknowledged that even if not fully satisfied, obtaining some of these passports would inevitably address a critical need (Gnanem, 2010, p. 50).

Dey Hassan Pasha received the request with astonishment and surprise, responding that he could not comply for the following reasons:

- First, acceptance would incite a revolt among the Raïs (privateer captains) against the Dey.
- Second, the English and Spanish would not hesitate to submit similar requests.

The French consul persisted in his insistence, and the Dey eventually granted him two passports; and when the consul remarked that the Republic would not be satisfied with such a limited number, the Dey replied, "I grant them to you as an expression of my friendship..."; additionally, the Dey pledged to instruct the navy to respect any passports France might obtain from Tunis.

The text of the passports issued by the Dey to the French was as follows:

"The purpose of this document, drafted on this twenty-ninth day of Dhu al-Hijjah, which must be received with full friendship and trust for the purpose for which it was granted, is that all Raïs of the crusading ships of the great Regency of Algiers, both large and small, and the officers of the galleots of this city, as well as the corsairs of Tunis and Tripoli when on crusading voyages, must exercise caution if they encounter a vessel bearing this order. They shall not cause it the slightest harm nor mistreat its captain or any crew member, nor take any of the goods it carries; if the navy disturbs it, their punishment will be assured..." (Gnanem, 2010, p. 51). Issued in protected Algiers on 27 Dhu al-Hijjah 1207 AH (10 August 1793 CE).

The picture of the century would not be complete without mentioning other events that occurred in the late eighteenth century, notably the case of the merchant Meifrun⁹, who was accused of treason, and the

⁹ Pierre Joseph Meifrun was born in the city of Toulon in 1723 and settled in Algiers for trade purposes in 1752. During his long residence, he formed strong bonds of friendship with Hassan, the adopted son of Dey Muhammad Pasha, who held the position of Minister of

accompanying intervention by the Dey with the French authorities to pardon him. As stated by Plantet: "...We once again plead today on behalf of Meifrun; he is not of the class of traitors, and we are certain of this... We wish for you to overlook Meifrun's faults; he deserves your esteem and protection..."

The Dey made this matter a personal cause, and it remained unresolved until 1796; because of it, the Regency reconsidered the issue of passports, especially since France, during this period, was in dire need of what Algeria exported to the port of Marseille.

5. The Status of the Regency's Passport in International Relations

The passport issued by the Regency held significant authority throughout the Mediterranean basin; all merchants and maritime transport companies sought to obtain it through legitimate means, such as presenting gifts and formally requesting it from the Regency's authorities, or through illegitimate methods, including purchasing it from consuls of nations friendly to the Regency; on occasion, ship captains resorted to acquiring forged passports for Mediterranean passage. The importance and prestige of the Regency's passport were derived from the following factors:

Firstly, the passport of the Algerian Regency protected vessels from the Raïs (privateers) operating under the Regency's authority and from independent pirates.

Secondly, a passport obtained from Algeria safeguarded ships from pirates based in Tunis and Tripoli, which explicitly stated: "...Should any violation occur by sailors from Tunis or Tripoli, we will notify their rulers, and they will assuredly be punished to ensure compliance with all the aforementioned terms without breach; this passport was granted for use when necessity demands it." All passports examined in Group 3190 indicate that the document was respected by privateers from all three Regencies, owing to the fact that both Tunis and Tripoli paid tribute to Algiers biennially.

Thirdly, the Algerian Regency's passport remained valid for a period exceeding six months.

Fourthly, any vessel, regardless of its nationality, found without a passport was diverted to Algiers; for instance, in 1802, the ships Loneker and Lamerie were diverted to Algiers on the pretext that their captains failed to present their passports, resulting in the sale of their cargoes (Plantet, 2013, p. 501).

Fifthly, any ship bearing the Algerian Regency's passport that fell victim to piracy was guaranteed compensation from the state whose privateers committed the act; the attacking nation was obligated to compensate for the ship and its cargo, and if still detained, to release it. This principle was illustrated in the case of the Danish ship *La Bonne Espérance*, arriving from London with goods destined for Algiers, which was seized by French privateers, as Dey Mustafa dispatched a letter on 17 September 1798 demanding the release of the cargo (Plantet, 2013, p. 481).

Due to its critical importance¹⁰, (Belil, 2011, p. 140) consuls began selling passports to benefit their own nations and engaged in trade with them, a practice that provoked dissatisfaction among members of the Diwan responsible for passport issuance, as these documents were granted to non-subjects of the consuls' represented states; it was reported, for instance, that the English consul sold 500 passports.

6. The Status of Residence Permits in Treaties between Algeria and European Nations

An examination of treaties between Algeria and European nations, as well as the United States, reveals that residence permits and passports (or transit documents) issued by the Algerian Regency occupied a significant place within the articles of peace and commercial agreements ratified by the Ottoman authority in Algeria, as from treaties signed between 1661 and 1813, clauses repeatedly emphasized the protection of vessels whose nationals possessed residence permits and transit passports. For clarity, we present the following table:

Table 3: Key Treaties Stipulating Respect for Nationals Holding Residence Permits (Source: Tablet, A. (2013). *Treaties of Algeria with European Countries and the United States of America 1619-1830* (Vols. 1-2). Dar Thala.)

Finance (Wakil al-Kharj) and later became Dey in 1791. In 1777, Meifrun was entrusted with managing the affairs of the French consulate until 1782, after which he returned to Toulon and was appointed consul there in 1789.

When Toulon rebelled against the Republican regime in 1793 and opened its ports to the British fleet, Meifrun fled to Spain. Dey Hassan of Algiers dispatched a special ship to bring him to Algiers and subsequently requested that France restore his honor and enable him to reclaim his properties. However, France delayed responding to the Dey's appeals until Hercule (presumably a French official) eventually reached an agreement with Meifrun to compensate him for his properties, after which Meifrun departed Algeria for Spain.

For further reading, see: (Gnanem, 2010, p. 60).

¹⁰ The British consul in Tripoli complained about his colleague in Genoa because he was selling nuts for \$30.

Treaty Date	With	Clause Details
9 February 1661	France	Article 2: Algerian sailors shall not interfere with French ships and nationals carrying permits and passports issued by the fortress commander... If mistreated, Algerian sailors shall assist them, providing all aid and protection; for their safety, twelve passports sealed with the Diwan's stamp shall be issued.
17 May 1666	France	Article 2: Algerian ships shall not interfere with French vessels carrying passports issued by the French Admiral.
25 February 1684	Louis XIV, Pasha, and Diwan	Article 5: Passports shall be delivered by the Admiral, conforming to the copy registered in this treaty.
23 February 1662	Britain	British ships must carry passports signed by the Admiral.
3 May 1664	Britain	Passports sealed by the Lord and English Commander-in-Chief; upon inspection, the search vessel shall withdraw.
25 May 1792	Sweden	Article 5: Swedish ship captains shall present a passport signed by the Swedish Admiral-General and the Board of Trade, accompanied by a certificate from the Swedish consul and a passport from the Algerian Governor-General.
16 May 1772	Denmark	Article 4: Ships shall carry a passport from the Dey or the Danish consul residing in Algiers; Danish ships shall not be required to present passports for 15 months.
1795	United States	The Dey issued four passports on 7 September 1795, bearing the seal and signature of Dey Hassan Pasha of Algiers.
14 June 1813	-	Article 1: Algiers grants the customary passports and maritime documents; vessels shall not be inspected, and only two men may board to inspect the passport.

From the table, it is evident that the French placed the greatest emphasis on residence permits and passports, while other nations focused primarily on transit passports to ensure the safety of their commercial vessels; however, it is pertinent to note that Elizabeth Broughton Blanckley mentioned in her memoirs that a British ship en route from Spain to London, laden with fruit, was detained and brought to Algiers as prize under the pretext that its passport documentation was invalid (Blanckley, 2024, p. 101).

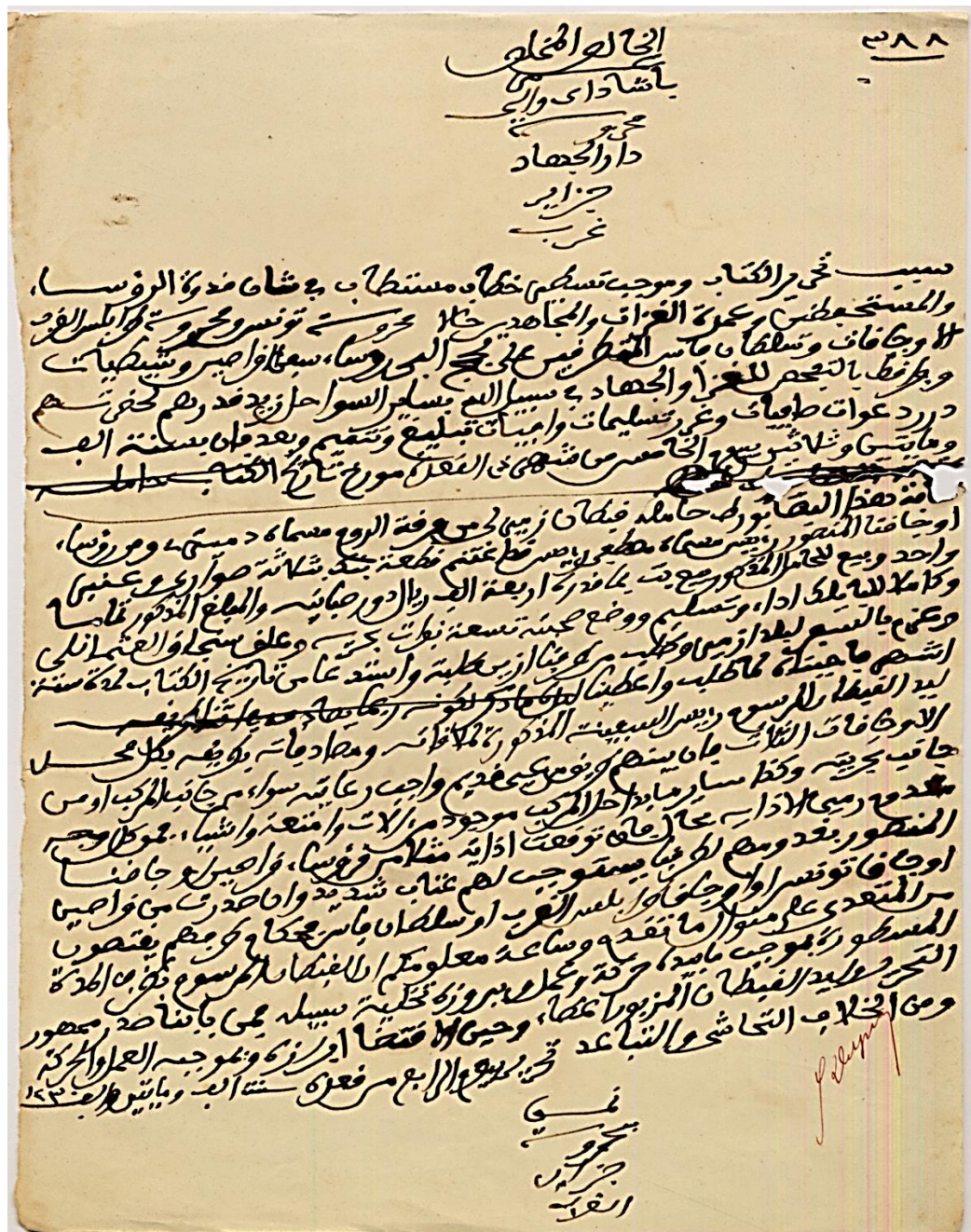
Conclusion

In conclusion, this study culminates in several pivotal findings. European powers systematically regulated residency within the Regency of Algiers through the issuance of permits; however, it has been ascertained that France demonstrated the most pronounced commitment to granting residence permits to its nationals in Algeria, particularly those engaged in commercial activities or employed at the French consulate and within the French trading establishment in eastern Algeria.

The procurement of transit passports from the Algerian Regency emerged as a paramount concern for European states, which actively pursued their acquisition through various means. Furthermore, obtaining Algerian passports during this period enabled European nations to safeguard their commercial vessels navigating the Mediterranean basin against privateers operating from the three Regencies of Algiers, Tunis, and Tripoli, where the Regency of Algiers issued transit passports primarily to distinguish between allied vessels that had fulfilled tributary obligations and those which had not, implementing specific anti-forgery measures to maintain the integrity of these documents.

Despite the critical role of passports in maritime security and international relations, European consuls—particularly from France and England—engaged in the unauthorized trade of these documents; this practice adversely impacted the Regency's economic interests and strained its diplomatic relations with both France and Britain; on other hand, residence permits and transit passports were accorded significant legal standing within treaties negotiated between the Regency of Algiers and European powers, including the United States of America; these agreements explicitly guaranteed signatory nations' rights to obtain both passports and residence permits within the Regency's territories.

Appendix No. (01): Sample Transit Passport Issued to a Greek Captain Resident in Izmir (Source: National Library of Algeria, n.d., Group 3190, Document 388)



Acknowledgements

The authors express their sincere gratitude to the diabetic athlete participants and the coaches who facilitated the data collection process. Special thanks are extended to the Department of History and Archaeology, University of Annaba, Algeria, for their valuable input during the experimental phase.

Funding Statement

This research did not receive any specific grant from funding agencies in the public, commercial, or not-for-profit sectors. The study was self-supported by the participating institutions and researchers as part of ongoing investigations into sports physiology and nutritional science.

Conflict of Interest Declaration

The author declares no conflict of interest regarding the conduct, results, or publication of this research. All authors have read and approved the final version of the manuscript and agree with its submission to an international peer-reviewed journal.

References List (APA 7th Edition)

1. National Library of Algeria. (n.d.). Group 3190: Documents relating to passports, commercial relations, and consular affairs (17th-19th centuries) [Unpublished archival collection]. El Hamma, Algiers.
2. National Library of Algeria. (n.d.). Document 390, Group 3190 [Unpublished archival document]. El Hamma, Algiers.
3. Amin, M. (2011). *Studies in the Modern History of Algeria*. Infou-print.
4. Belil, R. (2002). *Commercial Relations of the Algerian Regency with Mediterranean Ports "Marseille" and "Livorno" from 1700-1827* [Master's thesis, University of Oran].
5. Belil, R. (2011). *Foreign Consuls and Consulates in Ottoman Algeria from 1564-1830* [Doctoral dissertation, University of Oran].
6. Blanckley, E. B. (2024). *Six Years of Residence in Algiers: Memoirs of Elizabeth Blanckley, Daughter of the British Consul in Algiers, 1806-1812* (M. A. Bouhaloufa, Trans.). Ibn Al-Nadim.
7. El-Amine, M. (n.d.). *Al-ikhтираq al-tijari* [Commercial penetration]. [Publisher unknown].
8. Gnanem, J. (2010). *Treaties of Algeria with France 1619-1830*. Dar Houma.
9. Gnanem, J. (n.d.). *Franco-Algerian Relations 1790-1830*. Mujahid Museum Publications.
10. Hammache, K. I. (1988). *Relations between the Algerian Regency and the Sublime Porte from 1798 to 1830* [Master's thesis, University of Alexandria].
11. Koko Fitsov, M. G. (2024). *Reliable News about Algeria: The First Reliable Russian Journey about Algeria* (M. R. Miloud, Trans.). Dar Al-Waey.
12. Nait Belkacem, M. K. (2012). *The International Personality and Global Prestige of Algeria before 1830* (Vol. 2). Dar El-Umma.
13. Tablet, A. (2013). *Treaties of Algeria with European Countries and the United States of America 1619-1830* (Vols. 1-2). Dar Thala.
14. Wilson, S. (2007). *American Captives in Algeria: 1785-1797* (A. Tablet, Trans.). Dar Thala.
15. Odegaard, T. (2016). **The Correspondence of Ludolf Hammeken, the First Danish-Norwegian Consul in Algiers, 1746-1751**. ENAG Éditions.
16. Plantet, E. (2013). **Correspondence of the Deys of Algiers with the French Court, 1700-1833** (Volume 2). Éditions ART'Kange.

Footnotes

1. It was customary for the gift and the delegation bearing it to be sent aboard a warship belonging to a foreign state; this was to guarantee its arrival and ensure it was not intercepted by enemies of the Regency in the Mediterranean Sea, chief among them the Knights of St. John. The state chosen by the Regency to undertake the conveyance of the gift to Istanbul considered this a great honour.
2. For further reading, refer to: Hammache, K. I. (1988). *Relations between the Algerian Regency and the Sublime Porte from 1798 to 1830* [Master's thesis, University of Alexandria].
3. The guarantor (kafeel) must meet certain conditions, including ensuring the good conduct of the license recipient and having the ability to compensate for any damages caused by that individual. For more information, see: (El-Amine, 20XX, p. 111).
4. Barry Poret: A Marseille merchant and partner of the Gemon business house. He began his activity in Algeria in 1787, and obtained from his government the privilege of establishing a trading house in 1819 AD. See: (Belil, 20XX, p. 146)
5. The Netherlands, Portugal, Sweden, and Norway pay taxes every two years, while France, Britain, and Italian states such as Venice pay them in cash or equipment. For more information, see: Mouloud Qasim Nait Qasim: *Algeria's International Personality and Global Prestige Before 1830 AD*, 2nd ed., Dar Al-Ummah Printing, Publishing, and Distribution Company, Algiers, 2012, p. 77.
6. Ludolf Hamken was born on November 4, 1696, in Bergen, Norway. He worked in the Dutch consulates (1726-1732), then as the Danish representative in Algeria (1746-1751). Ludolf Hamken spent the last years of his life in Tunis, where he repeated the success of Algiers (the peace treaty of 1746) by negotiating the treaty in December 1751 with the Bey of Tunis, Ali Pasha. For more information, see: Odegaard, T. (2016). *Correspondances of Ludolf Hammeken, the first Dano-Norwegian consul to Algiers 1746-1751*. ENAG Éditions.
7. Letter dated December 28, 1746, from Algiers. For more information, see: Odegaard, T. (2016). *Correspondances of Ludolf Hammeken, the first Dano-Norwegian consul to Algiers 1746-1751*. ENAG Éditions.
8. Gifts presented by the representative of the European consulates to the Pasha and his aides, such as the treasurer, the bailiff, the horseman, and the bailiff, often consisted of watches, jewelry, and gilded silk caftans.

9. Letter dated November 24, 1747, from Algiers. For more information, see: Odegaard, T. (2016). *Correspondances of Ludolf Hammeken, the first Dano-Norwegian consul to Algiers 1746-1751*. ENAG Éditions.
10. Mohamed Amin pointed out the existence of similar documents in the archives of the Chamber of Commerce in Group (J) bearing the number 1381 in the archives of the Chamber of Commerce of the city of Marseille.
11. Pierre Joseph Meifrun was born in the city of Toulon in 1723 and settled in Algiers for trade purposes in 1752. During his long residence, he formed strong bonds of friendship with Hassan, the adopted son of Dey Muhammad Pasha, who held the position of Minister of Finance (Wakil al-Kharj) and later became Dey in 1791. In 1777, Meifrun was entrusted with managing the affairs of the French consulate until 1782, after which he returned to Toulon and was appointed consul there in 1789.
12. When Toulon rebelled against the Republican regime in 1793 and opened its ports to the British fleet, Meifrun fled to Spain. Dey Hassan of Algiers dispatched a special ship to bring him to Algiers and subsequently requested that France restore his honor and enable him to reclaim his properties. However, France delayed responding to the Dey's appeals until Hercule (presumably a French official) eventually reached an agreement with Meifrun to compensate him for his properties, after which Meifrun departed Algeria for Spain.
13. For further reading, see: (Gnanem, 2010, p. 60).
14. The British consul in Tripoli complained about his colleague in Genoa because he was selling nuts for \$30.