

agitators, and calmed the rest of the population. But the British fleet ceaselessly cruised up and down, and prevented the French from maintaining secure communications between Italy and Dalmatia. The British crews had one great advantage over the French—they were all Englishmen, and veterans; whereas the French ships were manned by scratch crews, consisting of Italians and Slaves, as well as of Frenchmen. In 1810 Lissa was made the port of call for British ships, but not fortified. In October a Franco-Italian squadron under Captain Dubordieu, in the absence of British men-of-war, seized the island and captured a few merchantmen; but he abandoned it again on the return of the fleet, and the British now decided to occupy it permanently. Dubordieu received orders to try to recapture it, and on March 11, 1811, he set sail from Ancona with nine warships, 271 guns, and 2655 men. On the 13th he encountered a British squadron under Captain Hoste, consisting of four ships with 188 guns and 985 men. In spite of this great disparity of forces Hoste gave battle, and was completely victorious; most of the enemies' ships were sunk or captured. The British were equally successful in subsequent engagements, and Lissa was strongly fortified and formally taken possession of in 1812. The island prospered enormously under British rule, and the population rose from 4000 to 11,000. In January Sir Duncan Robertson, commanding at Lissa, occupied Curzola, which was given a government like that of Lissa under Lowen, and became equally prosperous. The Ragusan island of Lagosta was occupied at the same time.

In the following May the British determined to