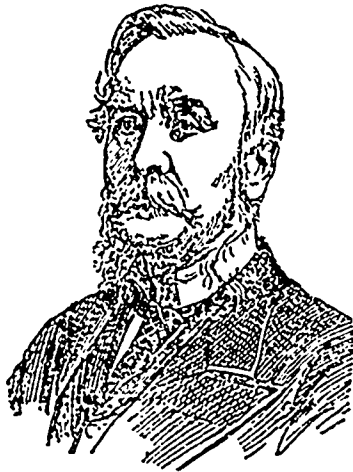


## THE LATE SIR CASIMIR GZOWSKI.



SIR CASIMIR GZOWSKI.

Col. Sir Casimir Gzowski, A. D. C. to the Queen, died at his residence, "The Hall," Bathurst street, Toronto, Aug. 24th.

Casimir Stanislaus Gzowski was descended from an ancient Polish family, who in the 16th century were ennobled, and who for a period of 200 years after their elevation continued to exercise great political influence in Poland. The father of Col. Gzowski was known in Poland as Stanislaus, Count Gzowski, and held a commission in the Russian National Guard. Sir Casimir was born in St. Petersburg, Russia, in 1813. At a very early age he entered the military college at Kremenetz, Province of Volhynia, where he pursued a course of military engineering, and in 1830, having been in the college eight years, he graduated as an engineer, and was awarded a commission in the Russian army. It was at the time of his first entering the Imperial army that one of the periodical insurrections occurred arising from the discontent of the Polish people at the severe treatment of Constantine, brother of Emperor Nicholas, who was made military governor of Poland. An organized revolution finally broke out, in which most of the Polish officers in the Imperial army joined. This revolution culminated in the expulsion of Constantine, who, with his court and Russian adherents, were driven from Warsaw. Young Gzowski, who had just received his commission at the time of the first outbreak of the insurrection, immediately joined his compatriots, and played a conspicuous part throughout the insurrection, and was present in Warsaw in November, 1830, when the Grand Duke Constantine was expelled.

As is well known, Russia and Austria, after bloody conflicts, lent their assistance to quell the insurrection, and Warsaw was recaptured from the Poles by the allied forces under Count Paskevitch in 1831. The prisoners taken at Warsaw on its fall were either condemned to die or to linger in the mines of Siberia. After the battle of Barenel, Gen. Devernicki's division, to which Gzowski was attached, retreated to Austrian territory, and the division surrendered. All but the officers were allowed to go wherever they pleased, but the officers were condemned to military prisons for some months, when an arrangement was entered into between Austria and Russia, and the whole of them were shipped to the United States, Colonel Gzowski among them. Colonel Gzowski landed with his fellow exiles in the United States without a penny. He found that owing to his lack of knowledge of English his engineering skill would not be very remunerative, so he set to work to learn the language, and for a time taught French and German in New York. Subsequently he articulated himself to Parker L. Hall, a lawyer of Pittsfield, Mass., and studied law. During these studies he maintained himself by giving lessons in modern languages, drawing, and fencing, in the local academies. In 1837 he began the practise of law in Beaver county, Pa., and remained there until 1841. From 1841 to 1846 Mr. Gzowski was employed in the Public Works Department of the Canadian Government. In private practice after leaving the employ of the Government, the first great enterprise with which Mr. Gzowski was connected was the St. Lawrence and Atlantic Railway Company, from Montreal to Island Pond. He was

appointed chief engineer, and was practically engaged on the construction of this railway. This appointment he resigned when the railway became merged in the Grand Trunk Railway. Subsequently a partnership was formed, the firm consisting of Sir Alexander Galt; the late Luther H. Holton; the Hon. D. L. Macpherson, and C. S. Gzowski. This firm on the 24th of March, 1853, obtained the contract for the construction of a line of railway from Toronto to Sarnia. The work was attended with enormous profit, and was satisfactorily completed. Among other railway works completed by the firm of Gzowski & Macpherson is the line from Port Huron to Detroit, and from London to St. Mary's, in the Province of Ontario. One of the most noteworthy and successful feats of engineering performed by the firm of Gzowski & Macpherson was the building of the International bridge over the Niagara river, at Buffalo. The charters for the construction of this bridge were granted by the Legislature of Canada and State of New York in 1857. The funds for its completion were raised in England in 1870, and the bridge was completed November 3, 1873, the cost of construction amounting to over \$1,500,000. He was the chairman of the Queen Victoria Niagara Falls Park Commission.

Sir Casimir was connected with many financial concerns during his long career. He was at various times president of the Toronto Club, for some years president of the London and Canada Loan and Savings Company, president of the corporation of Wycliffe College, and vice-president of the Ontario Bank. He was appointed lieutenant-colonel of the Central Division of Volunteers in Toronto, in 1873. His last and highest promotion was that of full colonel, and in May, 1879, he was appointed aide-de-camp to her Majesty Queen Victoria, being knighted K. C. M. G. a year later.

## F. NAPIER DENISON.

F. Napier Denison was educated at Upper Canada College and entered the Toronto observatory, but finding promotion slow, went to Boston and studied electrical engineering. After obtaining a certificate he traveled for six months throughout the United States as electrical expert for the Thomson-Houston Electrical Company. In 1891 he came to Canada and joined the Excelsior Company. During 1892 he spent six months traveling throughout the various countries of Europe, where he obtained much valuable electrical information as well as attending special



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lectures in London. During 1893 he perfected his electric dental engine, which has been patented in many countries, and is being successfully manufactured in Canada, not only for a large home, but also British, trade. This was followed by many others (all patented), including an electric transmitting thermometer, an electric brake, a new grain bin and heat detector, a combined shaving brush and soap holder for travelers. After re-entering the meteorological service in 1895 he devoted his inventive ability to the benefit of this service, and has devised an electric anemograph or automatic instrument to record both the direction and velocity of the wind, a simple form of "hydrograph," set up at the mouth of the Humber River to record the lake undulation; and as it was thought these undulations were due to atmospheric waves, he devised a self-recording barometer seventeen times as sensitive as the ordinary mercurial type.