

Thames Tunnel—Mr. Bremner

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Among the numerous propositions submitted to the directors of that vast undertaking, the Thames Tunnel, was one almost from the Ultima Thule of Scotland—from our enterprising countryman **Mr. Bremner**, shipbuilder, Wick. The plan of **Mr. Bremner**, for overcoming the difficulties that have hitherto retarded the formation of the Tunnel, and for performing the work at a very reduced expense, is understood to have commanded most decided approbation, and to have been recommended by the most distinguished engineer in the kingdom. **Mr. Bremner** lately mad a journey to London, for the purpose of laying before the directors, models of his plan, and it gives us pleasure to state that they stood the test of the strictest examination. He also, we understand, made a proposal to the Lords of the Admiralty, for raising the *Royal George* in Portsmouth Sound, on the necessary facilities being afforded for the purpose. The authorities of that board, however, seem averse after the failure of so many former expedients, to engage in another attempt, involving, as it necessarily must, a degree of risk which even the richness of the prize seemed inadequate. Still, the quantity of store that must have been obtained in the event of a favourable result, would be such as to compensate for more than ordinary exertions; and **Mr. Bremner** even offered, in the case of failure, to defray so much of the expense as his private means would afford. **Mr. B.** was certainly justified in founding his hopes of success on the striking fact that he had previously succeeded in raising, at different times, upwards of two hundred vessels (some of large burthen) under similar circumstances, without one instance of failure, and that by the same mode as he then proposed, on a more extended scale, for the recovery of the *Royal George*. We may also mention as an instance of extraordinary exertion and intrepidity, that the cargo of one of the vessels, wrecked in Orkney, **Mr. Bremner** converted into a raft, and accomplished the daring and hazardous experiment of transporting it across the Pentland Firth, by means of revolving paddles, worked by manual labour. This expedient has since been put in practice in the south, and the merit of its invention claimed by individuals, whose ingenuity, like that of many other pretenders, may partake more of imitation than originality. The above circumstances we learn from scientific gentleman, on whose accuracy we can rely; and we are sure our readers will agree with us in thinking such instances of native skill and enterprise well worthy of public commemoration.

Inverness Courier

James Bremner, engineer was the son of **James Bremner** and **Janet Bremner** in Wick. Born 1784, he married **Christian Sinclair** in 1811 and had a large family.

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