

# The Browns of Denmark

The Story of the Brown Family Ancestors of Marjorie Morley, nee King,  
and the home of John and Charlotte Brown at Kokkedal, Denmark.



# The Browns of Denmark – Searching for Kokkedal

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## Foreword

John Brown and Charlotte Dowling, fourth generation ancestors of Marjorie HESSIE King, arrived in Sydney on 23<sup>rd</sup> January 1838 on board the vessel “Marquis of Hastings”. They had been living in Denmark since mid 1827 prior to emigrating to Australia, and prior to that, in India. The ancestral chart provided below shows that John Brown’s paternal and maternal grandfathers were brothers, John and David Brown, the sons of Sir William Broun and Margaret Howet, and that John’s parents, William and Margaretha Brown, were cousins. The brothers had left Scotland following their father’s death at the Battle of Culloden on 16<sup>th</sup> April 1746 and settled in Denmark. (The ancestral chart of Marjorie HESSIE King is also provided to show the link with the Brown family.)

To seek to understand the origin of the name of the property “Kokkedahl<sup>1</sup>” owned by Marjorie’s parents (William Lethbridge King and Charlotte Dowling Robinson) where Marjorie was raised as a child, investigation of the activities of the Brown family in Denmark has been undertaken. It is understood that the name arose from where the family of John Brown and Charlotte Dowling lived in Denmark prior to migrating to Australia. Research in Danish-language documents and sources has uncovered some information on (and images of) the Brown family members and their activities while they were based in Denmark and the wider circumstances of the period. Additionally, French language publications on the Jacobite diaspora includes interesting reference to the Browns in Denmark. These, and the other leads into their history have assisted to link together other pieces of information to provide a fuller picture of the Brown family history for documentation.

The following document does not intend to comprehensively detail the Scottish history of the family although some information is provided to explain the journey of family members to Denmark and their connection with the Broun/Brown history. Rather, it seeks to focus on the family history from departure from Scotland up until the arrival of John and Charlotte Brown in Sydney in 1838.

Of particular value for this research was locating a very detailed and extensively referenced Danish history of the Brown family published in 1918 in Copenhagen by Thomas Hauch-Fausbøll titled “*Af Slægten Browns Historie*”, loosely translated as “*The Genealogical History of the Brown Family*”<sup>2</sup>. The document was over 300 pages long and appears to have been privately commissioned by a Peter de Nully Brown, a member of the Brown family then living in Denmark. Only 120 copies of that document were printed and it appears never to have been translated into English. With scope to access documents electronically now, however, and some capacity for crude automated translation, cautious and selective use of that research is now possible. As well as providing valuable historical insights, that document also contained a number of portraits of family members from that period which adds considerable colour to the current manuscript. That history is obviously much more detailed than is provided in this summary history.

While there are many characters whose stories could be told in this history, it will concentrate on the direct ancestors of John Brown. Some aspects of the family history remain unclear, most notably, the family background of Charlotte Dowling, and the financial crisis in India in the 1830s that caused great loss to John and Edward Brown. Nonetheless, I hope that the history sheds some light on many aspects of this part of the family history. I welcome any feedback, including any errors in the document – writing a history of events over 200 years ago is challenging!

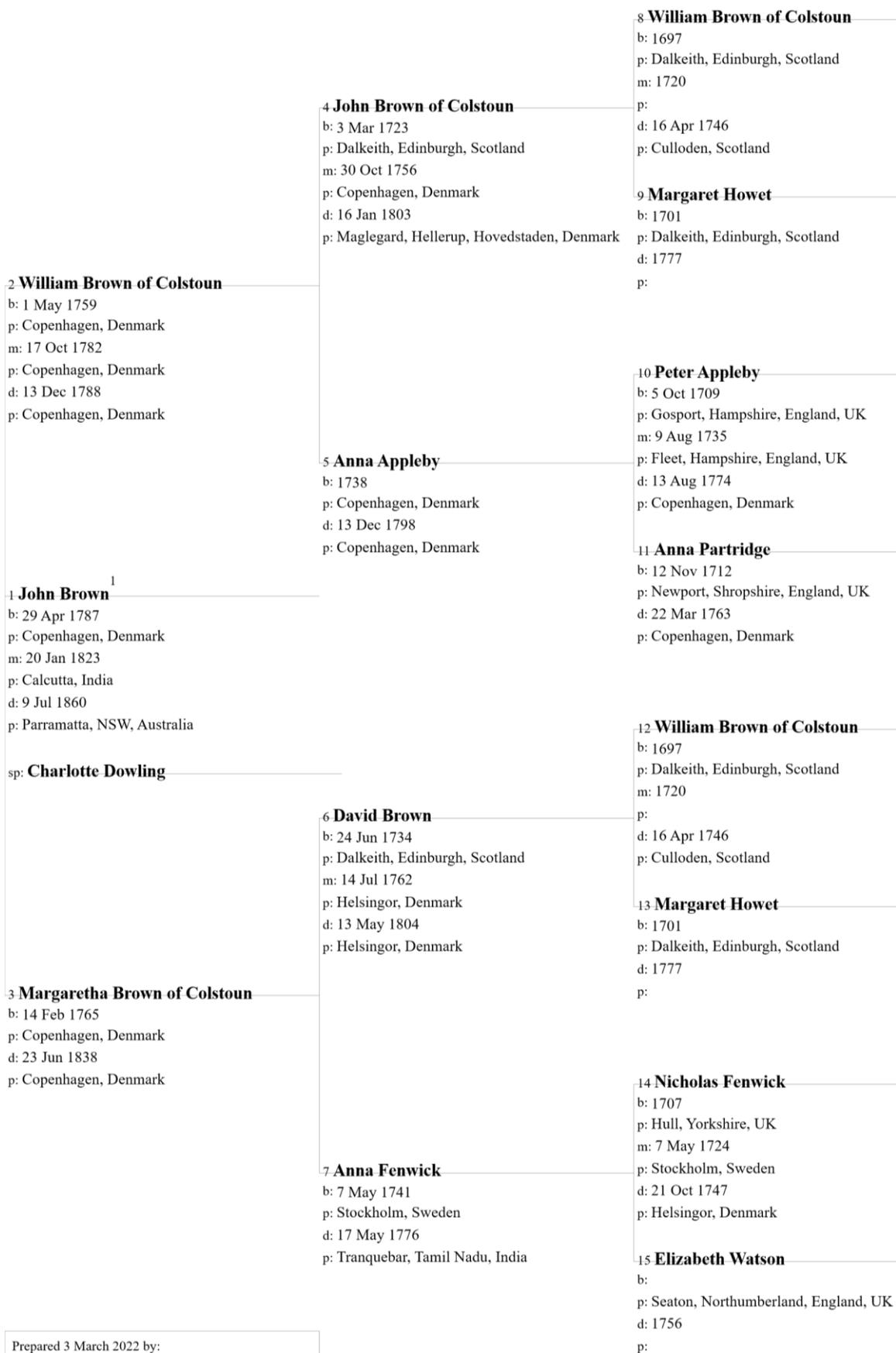
I have updated the January 2022 version of this document to provide more information on the voyage of John and Charlotte Brown and their family in 1838, and the vessel “Marquis of Hastings”.

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<sup>1</sup> The spelling of Kokkedahl, the property of William and Charlotte King, differs from Kokkedal in Denmark.

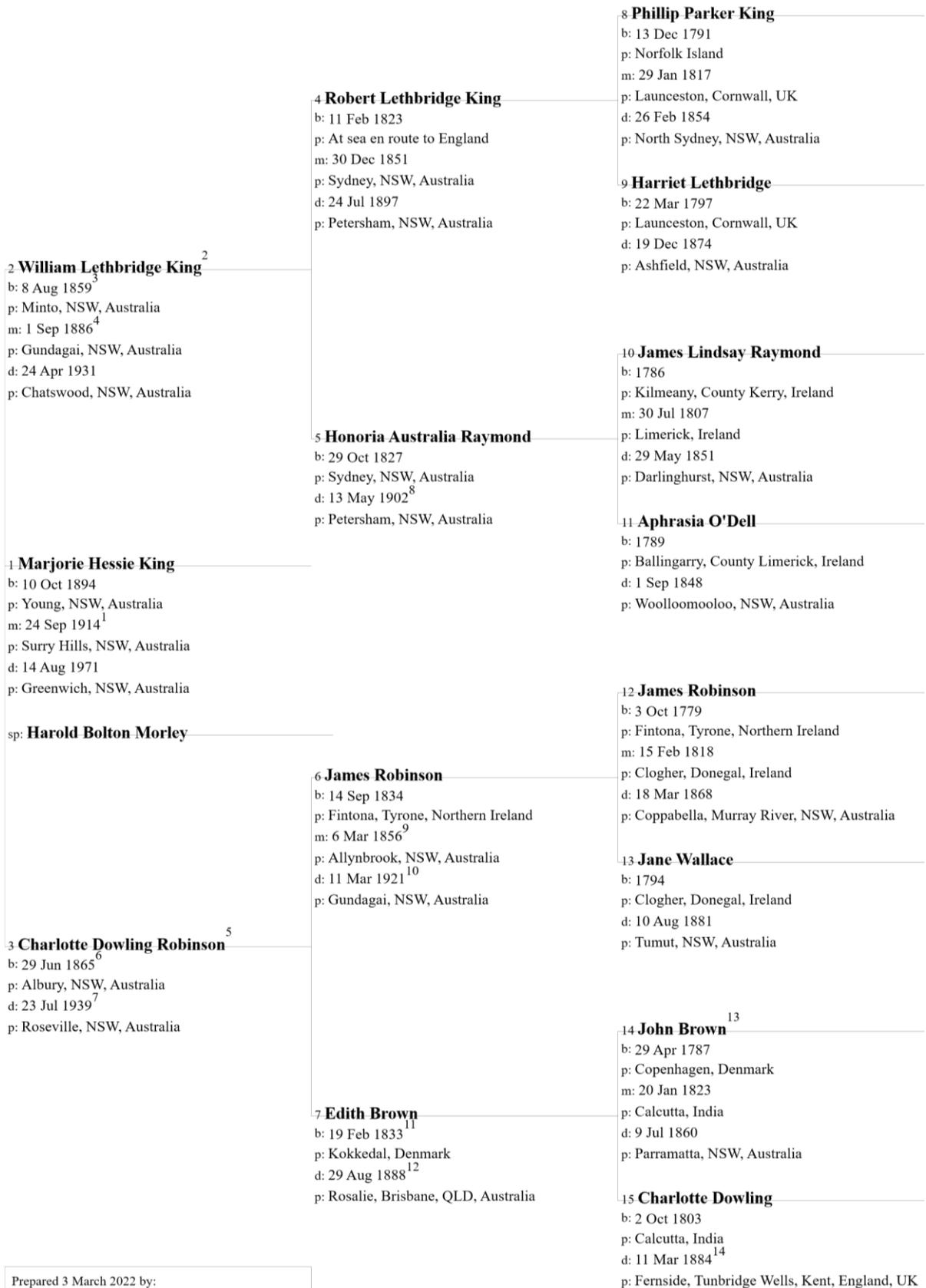
<sup>2</sup> The manuscript was printed in 1918 by Fr. G. Knudtzon, Bookprinter, Copenhagen. It is available through the Danish Genealogical Society [www.slagtodata.dk](http://www.slagtodata.dk) <https://dis-danmark.dk/bibliotek/909703.pdf>

# Ancestral Chart of John Brown 1787-1860



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# Ancestral Chart of Marjorie HESSIE King



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## The Scottish Origin

Brown/Broun is one of the more common names in Scotland and over the years has had a variety of spellings – Le Brun, Broun, De Broun, Brown, Browne being the main forms. While significant “lines” of the family have existed in the Lowlands for many centuries, it is understood that in later centuries numerous Highland families adopted the name to replace their Gaelic names which were considered cumbersome and possibly disadvantageous socially and economically<sup>3</sup>. It is possible that John Brown, the famous “gillie” or attendant of Queen Victoria, was in that group.

The Broun (or the Anglicised form Brown) clan of East Lothian in the Scottish Lowlands near Edinburgh appears to have risen to prominence in the 12<sup>th</sup> century when Sir David Le Brun was a witness to laying the foundations of Hollyrood Abbey in 1128<sup>4</sup>. He had apparently given land for the Abbey in return for prayers being said for the health of his son. The family home at Colstoun, outside Haddington in East Lothian, first appears as in the possession of David Broun in 1270, although the building has been rebuilt and modified many times since then so it is uncertain whether any of the original structure remains in the present structure. (The land may have been in the Broun family prior to this<sup>5</sup>.) The house occupies a high bank above Colstoun Water and so was located with a view to defending itself during the raids that the area was subject to<sup>6</sup>. It is one of the very few houses occupied by the same family for 800 years or more<sup>7</sup>.



*Figure 1 A view of Colstoun House, East Lothian*

The Brouns of Colstoun apparently had some favour with Royal families of the time, and claimed an ancient connection with French royalty – the chief’s arms include the three gold lilies of France<sup>8</sup>. The family married with other Scottish noble families such as the Clan Hay who occupied the nearby

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<sup>3</sup> <http://www.rampantscotland.com/clans/blclanbrown.htm>

<sup>4</sup> Way, George of Plean; Squire, Romilly of Rubislaw (1994). *Collins Scottish Clan & Family Encyclopedia*. Glasgow: HarperCollins (for the Standing Council of Scottish Chiefs). p. 366. ISBN 0-00-470547-5. Referenced in [https://en.wikipedia.org/wiki/Clan\\_Broun](https://en.wikipedia.org/wiki/Clan_Broun)

<sup>5</sup> <http://www.broun.com/message.html>

<sup>6</sup> <http://www.stravaiging.com/history/castle/colstoun-house/>

<sup>7</sup> <https://www.colstoun.co.uk/the-house>

<sup>8</sup> [https://en.wikipedia.org/wiki/Clan\\_Broun](https://en.wikipedia.org/wiki/Clan_Broun)

lands of Yester, East Lothian and who subsequently became the Marquesses of Tweeddale<sup>9</sup> - a title the Hays still hold<sup>10</sup>.

The ancestors of John Brown who arrived in Australia in 1838 came from a “junior” line of the family. It is understood that the separation of family lines arose in the 17<sup>th</sup> century. George Broun (born about 1573) married Euphemia Hoppringle in 1599. They had two sons:

1. George Broun (born about 1599) who subsequently married Marion Turnbull in 1633;
2. James Broun (born 14<sup>th</sup> June 1601) who subsequently married Anna Herriot in 1625.

The descendants of James Broun, over time, changed the spelling of the name to Brown as they emigrated to Denmark, France, Australia and elsewhere and it is from that line that John Brown who reached Australia in 1838 originates<sup>11</sup>. The descendants of his older brother George retained the spelling of Broun. One of George Broun’s descendants, Sir Patrick Broun of Colstoun, was created a Baronet of Nova Scotia on 16<sup>th</sup> September 1686, and the Baronet title has remained in that line of the Broun family to the present<sup>12</sup> as Baronet of Colstoun. (The current 14<sup>th</sup> Baronet of Colstoun, Sir Wayne Broun, resides in New South Wales<sup>13 14</sup>.)

The Jacobite uprising created significant conflict of allegiance amongst the Scottish clans who had traditionally been Loyalists. For instance, in the English Civil War, Sir John Brown of Fordell was a commander in the royalist army at the Battle of Inverkeithing in 1651. In the period leading up to the 1745 Jacobite uprising, John Brown’s ancestor, Sir William Brown of Colstoun, had been Private Secretary to John Hay, 4<sup>th</sup> Marquess of Tweeddale who was one of the Scottish representative peers in the House of Lords. John Hay apparently was sceptical of the success of the uprising and did not join with many of his Scottish peers<sup>15</sup>. However, it is understood from the family history of his sons that William Brown of Colstoun did join with Prince Charles (the “Young Pretender”), and was killed at the Battle of Culloden<sup>16</sup>. The battle and its aftermath were appalling slaughters, and, while some “Lists of Participants” were compiled by the British after the event, unsurprisingly the records were very incomplete and so formal confirmation of death on the battlefield of William Brown and thousands of others is not possible.

At the time of William Brown’s death, his oldest son, John Brown (born 3<sup>rd</sup> March 1723), was 23 years old. It is unknown whether he took any part in the uprising, but, assuming that his father had, it is understandable that he would have felt extremely unsafe in the period after Culloden when English forces were undertaking widespread pursuit and slaughter of any Jacobite sympathisers. The other older sons of William and his wife Margaret Howet at this time were James, aged 22 (born 24<sup>th</sup> March 1724), William, aged almost 17 (born 18<sup>th</sup> April 1729), while other children, Elizabeth (born

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<sup>9</sup> [https://en.wikipedia.org/wiki/Yester\\_House](https://en.wikipedia.org/wiki/Yester_House)

<sup>10</sup>

[https://en.wikipedia.org/wiki/List\\_of\\_marquesses\\_in\\_the\\_peerages\\_of\\_Britain\\_and\\_Ireland#Marquesses\\_in\\_the\\_Peerage\\_of\\_Scotland](https://en.wikipedia.org/wiki/List_of_marquesses_in_the_peerages_of_Britain_and_Ireland#Marquesses_in_the_Peerage_of_Scotland)

<sup>11</sup> <http://freepages.rootsweb.com/~anncarson/genealogy/Broun/brounfrontpage.htm>

<sup>12</sup>

[https://en.wikipedia.org/wiki/Broun\\_baronets#:~:text=George%20Broun%2C%20feudal%20baron%20of,Baronet%2C%20who%20was%20created%20a](https://en.wikipedia.org/wiki/Broun_baronets#:~:text=George%20Broun%2C%20feudal%20baron%20of,Baronet%2C%20who%20was%20created%20a)

<sup>13</sup> <http://www.broun.com/message.html>

<sup>14</sup> <https://www.eastlothiancourier.com/news/15498883.clan-chief-sir-wayne-visits-colstoun-collection/>

<sup>15</sup> [https://en.wikipedia.org/wiki/John\\_Hay,\\_4th\\_Marquess\\_of\\_Tweeddale](https://en.wikipedia.org/wiki/John_Hay,_4th_Marquess_of_Tweeddale)

<sup>16</sup> Hauch-Fausbøll, Th.: *Af Slægten Browns Historie* (1918), Copenhagen (in Danish) p8.

30<sup>th</sup> January 1731), George (born 24<sup>th</sup> June 1732), David (born 24<sup>th</sup> June 1734) and Janet (born 29<sup>th</sup> September 1736) were probably too young to be of concern to the English forces.

John Brown, the eldest son, made his way to Denmark in the months following Culloden, and it is understood that James also emigrated – possibly to France. John’s brother William followed his brother to Denmark, arriving 5<sup>th</sup> May 1749<sup>17</sup>. In due course, the youngest brother, David, also followed – reaching Copenhagen about 1753<sup>18</sup>. It is understood that the family matriarch, Margaret, remained in Musselburgh<sup>19</sup>, East Lothian, Scotland with their remaining children and that she lived a long life – being visited by her grandchildren from Denmark in 1777, at which time she would have been 76 years old<sup>20</sup>.

It is unclear why John Brown chose Denmark as his destination. Jacobites had fled the British Isles following each unsuccessful uprising, such as after the Battle of the Boyne in Ireland in 1690 and the subsequent Battle of Aughrim in 1691. Many of the Irish Jacobites, who had supported the Stuart royals and their promise of tolerance of Catholicism, fled to France, Spain and Italy where they felt their religious faith was secure. However, by the time of the 1740s, support for the Jacobite uprisings in Scotland was not based on Catholicism but rather had broader social and political foundations. At that time only 1% of Scots were Catholic and the composition of the Jacobite forces was likely to be no different<sup>21</sup>.

Scots fleeing after Culloden went in many directions – some heading for the Scandinavian and Baltic countries either to settle or en route to France out of the reach of British agents. The Governments of many countries, including of Denmark (and Norway – then ruled by Denmark), cooperated with British Ambassadors to extradite wanted Jacobites - a party who fled through Dundee to Bergen in Norway were jailed and only escaped extradition with the support of the authorities in Gothenburg (Sweden) who offered them protection prior to their onward journey to France<sup>22</sup>. It appears, however, that John ventured to Denmark because he had identified an opportunity to connect with English commercial families who had established themselves in Baltic countries. That he was able to do so suggests that he was not “a wanted person” by the British despite his father’s allegiance, but rather John wanted to pursue a future in a more stable and safer environment than Scotland in the aftermath of Culloden.

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<sup>17</sup> Ibid p95.

<sup>18</sup> Ibid p112.

<sup>19</sup> It is unclear where the family lived prior to William’s death. It is understood that they were not living at Colstoun, nor at Yesterhouse where William was working. It appears that they lived in the Lothian area – possibly Dalkeith, where several children were born, Edinburgh or Musselburgh.

<sup>20</sup> Hauch-Fausbøll, Th. Op cit, p6.

<sup>21</sup> <https://en.wikipedia.org/wiki/Jacobitism>

<sup>22</sup> [http://www.prestoungrange.org/tapestry/html/news/show\\_news.aspx?newsid=3030](http://www.prestoungrange.org/tapestry/html/news/show_news.aspx?newsid=3030)

## John Brown (1723 - 1803) in Denmark

John Brown was born in Dalkeith, Scotland in 1723 and arrived in Copenhagen in October 1746, just months after Culloden<sup>23</sup>. Shortly afterwards he joined the trading business of an Englishman, Nicholas Fenwick in Helsingor (or Elsinor as it was known) as a clerk. Helsingor, at the narrowest and most strategic point of the Oresund Strait connecting the Baltic Sea with the North Sea, was a longstanding trading port. Nicholas Fenwick had moved to Helsingor from Stockholm, and undertook trading activities throughout the Baltic, including to St Petersburg. Nicholas Fenwick was the British Consul-General in Denmark, but also had a sizeable trading business, particularly in tea and porcelain, and he may have seen that John's education and capacity would assist in that endeavour. Nicholas Fenwick died suddenly in 1747, however, his widow, Elizabeth, with support from John who was rapidly promoted in the firm, continued the thriving business with one of Nicholas and Elizabeth's sons, Nicholas Jr (born 1729) who was 18 years old at the time of his father's death.

It was a good time to be a trader in Denmark which was benefitting from a foreign policy of neutrality<sup>24</sup> and they had negotiated treaties with "pirate" states including Sicily, Genoa and the Ottoman Empire so that Danish trade in the Mediterranean was safe<sup>25</sup>. In addition to their large possessions in Iceland and Greenland and their union with Norway, Denmark had established several flourishing colonies – Tranquebar and several outposts in India, and St Thomas and St Croix in the Caribbean. The **Danish East India Company**, subsequently called the **Danish Asiatic Company**, operated out of Tranquebar and had been granted a 40 year monopoly on Danish trade east of the Cape of Good Hope in 1732<sup>26</sup>. At their height, the **Danish East India Company** and its sister company, the **Swedish East India Company**, imported more tea to Europe than the **British East India Company** — 90% of which was smuggled into Britain, where it sold at a huge profit<sup>27</sup>. Denmark also had a number of forts and bases in West Africa, primarily for the purposes of slave-trading.



Figure 2 Generalkrigkommissaer John Brown

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<sup>23</sup> Hauch-Fausbøll, Th., op cit, p9.

<sup>24</sup> [https://www.gale.com/binaries/content/assets/gale-us-en/primary-sources/intl-gps/intl-gps-essays/full-ghn-contextual-essays/gps\\_essay\\_spo18\\_4\\_bregnsbo1\\_website.pdf](https://www.gale.com/binaries/content/assets/gale-us-en/primary-sources/intl-gps/intl-gps-essays/full-ghn-contextual-essays/gps_essay_spo18_4_bregnsbo1_website.pdf)

<sup>25</sup> Hauch-Fausbøll, Th., op cit, p16.

<sup>26</sup> [https://en.wikipedia.org/wiki/Danish\\_Asia\\_Company](https://en.wikipedia.org/wiki/Danish_Asia_Company)

<sup>27</sup> [https://en.wikipedia.org/wiki/History\\_of\\_Denmark#Colonial\\_ventures](https://en.wikipedia.org/wiki/History_of_Denmark#Colonial_ventures)

John Brown moved to Copenhagen in 1750 to set up his own business as a trader in partnership with Carl Friedrich Godenius, and in 1755 gained Danish citizenship. He set up warehouses and traded in coal amongst other things. John maintained good relations with the Fenwicks (whose daughter later married John's brother, David, after David had moved to Denmark). On 30<sup>th</sup> October 1756 in Copenhagen, John married Anna Appleby, the daughter of Peter Appleby<sup>28</sup> and Anna Partridge.



*Figure 3 Anna Brown, nee Appleby*

Peter Appleby was originally from Gosport, Hampshire and trained as a rope-maker to Thomas Linze, a rope-maker to the British king. He arrived in Copenhagen in 1737 with his wife, Anna, to modernise the ropewalk at the Royal Dockyards at Nyhom, Copenhagen. From 1739 he set up his own rope-making facility, and subsequently expanded to include shipbuilding, and sail-making works.<sup>29</sup> His company had trading vessels shipping raw sugar from the West Indies to its own sugar refinery in Odense, Denmark<sup>30</sup>. His shipping company undertook 40 expeditions to the West Indies<sup>31</sup>. Several of the vessels later owned by John Brown were built in the Appleby shipyard in Christianshavn, Copenhagen.

The social circle that John established amongst others in the trading community in Denmark was reinforced when John's brothers moved to Denmark. John's brother William, who arrived in Denmark on 5<sup>th</sup> May 1749, later married (in 1760) Louise Godenius, the sister of Carl Godenius, John's initial business partner. On William's arrival in Denmark, John organised for him to take on a clerical role in the Fenwick trading house, just as he had in 1746, and later, in the early 1750s after John had moved to Copenhagen to start up his business with Carl Godenius, William worked for a while there.

John and William were keen to maintain a business connection with Scotland and decided to set up a subsidiary office there. William and Carl Godenius set up an office in Musselburgh, near Edinburgh, in February 1753. However, Godenius rapidly came to the conclusion that his skills and knowledge

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<sup>28</sup> In some sources, the spelling "Applebye" is used rather than "Appleby".

<sup>29</sup> [https://en.wikipedia.org/wiki/Peter\\_Applebye](https://en.wikipedia.org/wiki/Peter_Applebye)

<sup>30</sup> Hauch-Fausbøll, Th., op cit, p11.

<sup>31</sup> [http://oldenburgbusiness.net/index.php?title=Applebye,\\_Peter](http://oldenburgbusiness.net/index.php?title=Applebye,_Peter)

could be better used in Helsingør and moved back to Denmark. William also came to the conclusion that there were much better opportunities in Helsingør and by Easter 1754 he had rented a house there and started trading with the English vessels which docked there. He appears not to have worked in partnership with John following his return, however, but he and Carl Godenius worked closely together on trading ventures. Initially William faced a lot of opposition from the local guilds and merchants who resented English traders in their city, however, over time William appears to have gained the necessary authorisations and licences. William remained in Helsingør where he died at 67 years old in 1796<sup>32</sup>.

Connecting with the Appleby family would have been invaluable in furthering John Brown's trading activities. In the late 1750s, John became a major shareholder in the **Danish Asiatic Company** and very involved with the management of the company. Later, in 1770, he became a board member<sup>33</sup>. (He was a board member from 1770-1775 and again 1779-1785.)

In addition to a very busy professional life, John and Anna commenced producing a large family, with eight children in all: Anna Margaretha Nancy (born 1758), William (born 1759), Peter (born 1760), John (born 1762), Louise Elizabeth (born 1763), David (born 1764), James (born 1767) and David Alexander (born 1769).

In 1759 John formed a trading house **John and David Brown** in Copenhagen with his younger brother, David, who had moved to Denmark in 1753. The company traded in grain, coal, wine, clothing goods, sugar, spices and goods from India and commenced establishing a large fleet of merchant ships. The vessels traded in the Danish West Indies, the Mediterranean, Danish India as well as the Baltic and nearby British ports including Hull, Newcastle, London. These private shipping ventures complemented the substantial investment that the brothers had in the Danish Asiatic Company.

As a prominent ship-owner and international merchant, and board director on one of Denmark's most important companies, John was frequently at the Danish royal court. On 18<sup>th</sup> June 1776 the King appointed John the title of "Generalkrigscommissær" (General War Commissioner), a title he retained for life. (As was common at the time, the appointment was on the basis of John making a substantial payment to the King's Private Box, part of which went to the Navy Fund.)<sup>34</sup>

John purchased several farms, largely, it appears, out of interest in agriculture. He brought in Scottish farmers to improve the management of the land<sup>35</sup>. His real estate property within Copenhagen was substantial. In addition to his trading ventures, John was interested in manufacturing and in 1778 set up the first wagon factory in Denmark using two skilled craftsmen, a saddler and a coachmaker, who he brought over from England specifically for the task<sup>36</sup>. The coachmaker went on to "build, among other things, a state vehicle that was used by Crown Prince Frederik (6th) and Crown Princess Marie Sophie Frederikke's entry into Copenhagen on 14 September 1790. The wagon is still in use and stands in The Royal Stable at Christiansborg."<sup>37</sup>

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<sup>32</sup> Hauch-Fausbøll, Th., op cit, p95-111.

<sup>33</sup> [https://en.wikipedia.org/wiki/Danish\\_Asia\\_Company](https://en.wikipedia.org/wiki/Danish_Asia_Company)

<sup>34</sup> Hauch-Fausbøll, Th., op cit, p31.

<sup>35</sup> [https://en.wikipedia.org/wiki/John\\_Brown\\_\(1723%E2%80%931808\)](https://en.wikipedia.org/wiki/John_Brown_(1723%E2%80%931808))

<sup>36</sup> <https://karetmager.dk/de-foerste-vognfabrikker-i-danmark/>

<sup>37</sup> Ibid.

In 1779, John purchased the baroque-style “Barchmann Mansion”<sup>38 39</sup> at the corner of Frederiksholms Kanal and Ny Kongensgade in Copenhagen. He sold it in 1787 as part of his endeavours to manage his debts and it was converted into three mansions. This imposing building remains on the national heritage list of protected buildings in Copenhagen.



Figure 4 Barchmann Mansion, Copenhagen

John was a member of the **Royal Copenhagen Shooting Society** and in 1780 donated a ceremonial target which exists to this day.



Figure 5 Ceremonial target given by John Brown to the Royal Copenhagen Shooting Society in 1780

<sup>38</sup> [https://en.wikipedia.org/wiki/Barchmann\\_Mansion](https://en.wikipedia.org/wiki/Barchmann_Mansion)

<sup>39</sup> [https://trap.lex.dk/Barchmanns\\_Pal%C3%A6,\\_K%C3%B8benhavn](https://trap.lex.dk/Barchmanns_Pal%C3%A6,_K%C3%B8benhavn)

His brother David took up the role of Governor of Danish East India, based in Tranquebar in 1775 so was absent from the company from 1774 till 1780 (discussed below). By 1779, John was one of the largest Danish shipowners, with 6 ships – 4 of which undertook the West Indies trade<sup>40</sup>. The West Indies shipping business benefitted substantially from Denmark's neutrality during the American War of Independence as both American and British ships were vulnerable to attacks. The profit margin on merchant freight at that time was so high that the actual cost of the vessels themselves was rarely a commercial consideration and merchants were well prepared to take on substantial debt (and risk)<sup>41</sup>.

In 1781, John's son, William, bought a shipyard behind Christianskirken (most likely with support from John), and then, in 1782, David Brown stepped down from the firm and William became a partner – the firm being renamed **John and William Brown and Co**<sup>42</sup>. John owned a sugar refinery in Odense the 1780s (although may have had an interest in one owned by Peter Appleby prior to that time).<sup>43</sup> The company's fleet continued to expand, reaching 17 vessels by 1787. An incomplete list of vessels is provided below:

#### Vessels owned by John and William Brown in 1787 (incomplete)

Name	Owned	Type	Built
Kronprins Frederik	1768 - c. 1784	Frigate	1768 at Peter Applebye's dockyard in Copenhagen
St. Croiz Paket	1769-1797	Frigate	1767 in Portsmouth, New England
Den Dydige Sophie	1769 - ?	Frigate	1769 by Peter Halkier at Peter Applebye's dockyard in Copenhagen
Grev Bernstorff	1774 - 1779	Frigate	Before 1774 in London
Christian VII	1776 - 1776	Frigate	1766 by Erick Eskildsen. Registered at Peter Applebye's dockyard in Copenhagen
Grevinde Bernstorff	1776 - c. 1884	Frigate	1780 to design by Henrik Gerner by Johannes Halkier at van Osten's dockyard in Copenhagen
Frederikssted	?	Frigate	c. 1780 at van Osten's dockyard in Copenhagen
Adriana	1782 - ?	?	Before 1782
Den Gode Betzy	1782 - ?	?	1782 by Jens Knudsen. Registered at van Osten's dockyard (owned by William Brown) in Copenhagen
Grev Reventlow	1782 - ?	?	Before 1782

Source: <http://www.jmarcussen.dk/maritim/mart/lexref/rederier/brown.html>

<sup>40</sup> Hauch-Fausbøll, Th., op cit, p44.

<sup>41</sup> Ibid p45.

<sup>42</sup> <http://www.jmarcussen.dk/maritim/mart/lexref/rederier/brown.html>

<sup>43</sup> Hauch-Fausbøll, Th., op cit, p23.

By September 1783, however, the commercial environment for the Danish shipping businesses, including those of **John and William Brown**, was changing rapidly as the American War of Independence was reaching an end. On 3<sup>rd</sup> September 1783 the Treaty of Paris was signed and in November 1783 the British evacuated New York, effectively ending British rule<sup>44</sup>. The neutrality that the Danish shipping business had enjoyed became much less important and the value of the fleet and stock held by traders collapsed. John and William were highly debt exposed and so had to undertake considerable effort trying to negotiate settlement of their loans over the next few years.

Denmark was undergoing challenging internal changes in the 1780s that appear to have added to the complexity of the task of keeping the business afloat. During the reign of the mentally unstable King Christian VII (1766–1808), Queen Caroline Matilda's lover, a German doctor named Johann Friedrich Struensee, became the effective ruler of the country, seeking to introduce far-reaching reforms which threatened landlords and the established church. He was arrested, executed and his quartered body put on public display in 1772, after which Denmark suffered a chaotic period until a group of reformers gained power in 1784.<sup>45</sup> (This history is the subject of the 2012 movie “A Royal Affair”<sup>46</sup>.) It appears that the business of **John and William Brown and Company** had received significant loans from the Court and inevitably, in the process of cleaning up the Royal finances after 1784, little flexibility would have been available to businesses suffering liquidity crises.

In 1788, the company was unable to reach settlement with its debtors and went bankrupt and its assets were sold off to pay debts. Tragically, in the same year, son William died suddenly at the age of just 29 years, having significantly improved the shipbuilding yard which John had assisted him to purchase in 1781. After the stressful winding up of their business which went on for several years, John and Anna lived a quiet life, until Anna died on 13th December 1798 after a long illness from Chickenpox<sup>47</sup>. With the inheritance from his wife's estate, John's last years were at the rural property at Maglegard outside Copenhagen which he had set up and designed but which, following his bankruptcy, belonged to one of his daughters. He spent his last years engrossed in his substantial library, taking walks in the garden or socialising with relatives and friends. He passed away on 16<sup>th</sup> January 1803 and was buried in the Appleby Chapel in Frederick's German Church, Copenhagen.<sup>48</sup>

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<sup>44</sup> [https://en.wikipedia.org/wiki/Timeline\\_of\\_the\\_American\\_Revolution](https://en.wikipedia.org/wiki/Timeline_of_the_American_Revolution)

<sup>45</sup> [https://en.wikipedia.org/wiki/History\\_of\\_Denmark#Colonial\\_ventures](https://en.wikipedia.org/wiki/History_of_Denmark#Colonial_ventures)

<sup>46</sup> [https://en.wikipedia.org/wiki/A\\_Royal\\_Affair](https://en.wikipedia.org/wiki/A_Royal_Affair)

<sup>47</sup> Hauch-Fausbøll, Th., op cit, p90.

<sup>48</sup> Ibid p92. Some sources advise that John's date of death was 16<sup>th</sup> January 1808, however the most authoritative source, Hauch-Fausbøll, advises 1803 which suggests a transcription error produced the 1808 date.

## David Brown (1734 – 1804) in Denmark

David Brown was born in Dalkeith<sup>49</sup>, Scotland on 24<sup>th</sup> June 1734 and so, at 12 years old, was too young to follow his brother, John, to Denmark at that time, and, presumably, he finished his education in Scotland while living with his mother and other siblings. It appears, from contemporary records, that he arrived in Denmark around 1753 at age 19, although the earliest formal business records of his presence in Copenhagen in the employ of his brother John are from 1757<sup>50</sup>. In 1759, John and David formed a joint company, **John and David Brown**<sup>51</sup>.



*Figure 6 Governor David Brown*

Soon afterwards, on 14<sup>th</sup> July 1762, David married Anna Fenwick (born 1741 in Stockholm), daughter of Nicholas and Elizabeth Fenwick, in Helsingør – John Brown's original employers in Denmark. David and Anna went on to produce a large family: William (born 1763), Margaretha Elizabeth (Betsy) (born 1765), Nicolas (born 1766), Amelia Louise (born 1767), John Lewis (born 1769), Melior Anna (born 1772), David (born 1774) and Mathaeus (born 1776).

David and his brother, John, developed their local and international trading business very rapidly and successfully during the 1760s. At the beginning of 1771, David was appointed as the Imperial Russian Agent in Denmark. In seeking this appointment, David may have been encouraged by the practice of Anna's brother, Nicholas Fenwick (the younger), who used his appointment as British Consul-General (the same role as his father before him), to prosper as a merchant and sea-broker and to claim diplomatic immunity - a basis for refusing to pay taxes and to avoid subscribing to the Helsingør Trader's Guild. For the locals who had to pay substantial taxes towards the military quartering in the city, this was a major source of irritation.<sup>52</sup> <sup>53</sup> David Brown's appointment likewise raised considerable concern amongst the locals as David was not a native of Denmark, however in

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<sup>49</sup> Some records suggest David was born in Musselburgh which is only about 7.5 kms from Dalkeith.

<sup>50</sup> Hauch-Fausbøll, Th., op cit, p112.

<sup>51</sup> It appears that, under Danish corporate law at the time, one could not be a company director before age 25, so the firm was set up once David reached that age.

<sup>52</sup> <https://www.benner.org.nz/index.php/stories/fenwick-stories/184-charles-fenwick>

<sup>53</sup> Hauch-Fausbøll, Th., op cit, p115.

April 1771 the Danish Crown issued direction that foreign agents were subject to the same laws as others and so could not exploit the tax situation through such appointments in the same way as Nicholas used his<sup>54</sup>.



*Figure 7 Anna Brown, nee Fenwick*

Shortly after David's appointment as the Imperial Russian Agent, a significant opportunity arose in 1772 in the **Danish Asiatic Company's** Indian operations where the posting of Governor based at Tranquebar<sup>55</sup> (now called Tharangambadi, which is in Tamil Nadu on the Coromandel Coast) was becoming vacant. India at that time consisted of numerous separate, often warring states, and the trading concerns from the various European countries had to work extremely diplomatically and nimbly to obtain the optimal concessions from the local rulers. The Board (which included John Brown) interviewed three candidates and overwhelmingly selected David in view of his experience as a trader and his commercial skills<sup>56</sup>. Royal confirmation was received on 21<sup>st</sup> May 1773. This was an extraordinary opportunity to earn massive wealth for David who was not yet 40 years old at the time of his appointment. The profits from successful trading ventures shipping goods from India to Europe were large and the Company was prepared to reward handsomely.

David, with his wife and young family, arrived in Tranquebar in mid-1774 and he formally took over command in February 1775. He was extremely energetic in the role, entering into productive relationships with local princes and rajas and also with other kingdoms such as Siam. Tranquebar served as a trading hub, collecting products from all over India, Ceylon, Bengal, the Dutch East Indies, Malacca, Aceh, the Nicobar Islands, and China.

The products shipped out from Denmark for trade included ammunition, cannons, rifles, iron, trousers, tarpaulins, hats, red wine, French spirits and gin. The goods sent back to Denmark were spices, tea, nitrate for fertiliser, and canvas products<sup>57</sup>. Very quickly the returns in the form of goods

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<sup>54</sup> Ibid, p116.

<sup>55</sup> <https://en.wikipedia.org/wiki/Tharangambadi>

<sup>56</sup> Hauch-Fausbøll, Th., op cit, p117-8.

<sup>57</sup> Ibid, p135.

shipped back to Denmark were very high and the Company's shareholders were most impressed. David proved himself to be extremely politically, as well as commercially, adroit.

Tragically, in May 1776, his wife Anna died after the birth of their son Mathaeus<sup>58</sup>. It appears that, after that, David threw himself further into pursuing the extraordinary trading opportunities that existed in Asia, including developing local manufacturing industries. The wealth being produced by the **Asiatic Company** and possibly some of the sensitive commercial activities, such as selling armaments, must have attracted some interest from the Danish Royal Court and it was decided that the trading colonies of the **Asiatic Company** would be handed over to the Danish Crown. David facilitated this handover and then departed Tranquebar in April 1779, taking a Company trading vessel which was first visiting Macau and Canton where the Company had trading "forts". He finally reached Denmark in July 1780 as a very wealthy man<sup>59</sup>.

Despite his wealth, David resumed his trading activities, partly with his brother John, and partly in other ventures. He was allowed to retain the title of "Governor" for life. In 1781 the King loaned David and John the funds to buy/build 4 more ships for the trade with India to capitalise on David's extensive knowledge of the trading opportunities there and in that year he commissioned a trading visit to Tranquebar and Bengal which produced considerable profit<sup>60</sup>. On 17<sup>th</sup> October 1782, his eldest daughter, Margaretha Elizabeth (Betsy) was married to her cousin William, the eldest son of David's brother John. At that point, David withdrew from a management role in the joint firm with John and the firm changed to trading as **John and William Brown and Co.** (David continued however to provide financial guarantees to the company which inadvertently exposed David to severe financial loss later on<sup>61</sup>.)

On 12<sup>th</sup> March 1784 in Copenhagen, David married Mary Forbes who had been born in England in about 1751. The couple had two children (Mary, born 1785 but dying as a child in 1793) and Edward (born 1787).

As the credit concerns of the trading house of **John and William Brown and Co.** increased, (and the value of David's investment in it collapsed), David gradually liquidated much of his property assets. In 1789 David took on a role as Customs Director in Helsingor<sup>62</sup> reconnecting with his old trading colleagues, Carl Godenius and Nicholas Fenwick (the younger) and with the English community in the city.

In 1796 he purchased a country estate, "Gurrehus"<sup>63</sup>, just 6 kilometres west of Helsingor, which includes Gurre Lake for recreational fishing. The property was located on the grounds of a ruined Gurre castle. While David and Mary maintained an apartment in Helsingor, David preferred to stay at "Gurrehus" whenever he could. David died at their apartment in Helsingor on 13<sup>th</sup> May 1804 at the age of almost 70 years.<sup>64</sup> "Gurrehus" was sold to a family friend, the Englishman John Good, however, in 1828 one of David's sons, Edward Brown, purchased the property and retained it until 1837. (The building at the property was extensively redeveloped in 1880-81 with a new "Gurrehus")

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<sup>58</sup> Ibid, p131. Some reports suggest that Anna's death in Tranquebar was later in 1778, however the most authoritative source, Hauch-Fausbøll, advises 1776.

<sup>59</sup> Ibid, p139.

<sup>60</sup> Ibid, p139. There is some suggestion that David may have undertaken this voyage himself however it is unclear.

<sup>61</sup> Ibid -140-141.

<sup>62</sup> Ibid, p143.

<sup>63</sup> <https://da.wikipedia.org/wiki/Gurrehus>

<sup>64</sup> Hauch-Fausbøll, Th., op cit, p147.

being built in the Rosenberg style, and therefore the current “Gurrehus” is not the building that the Browns lived in.) Mary lived out her final years at the apartment in Helsingor which she shared with her sister and died on 5<sup>th</sup> February 1826 at the age of 74<sup>65</sup>.

### William Brown (1759–1788) and Margaretha Brown (1765-1838)

William was born on 1<sup>st</sup> May 1759 in Copenhagen, the second child and first son on John and Anna Brown. On 4<sup>th</sup> May 1781, at the age of 22 he purchased a shipyard “Unrost” behind Frederick’s German Church on Christiansport, Copenhagen and started a busy ship-repair business<sup>66</sup> which quickly gained a foothold in the local area. The following year, on 17<sup>th</sup> October 1782, William married his cousin, Margaretha Elizabeth (Betsy) Brown, daughter of David and the late Anna Brown. Margaretha was born in Copenhagen on 14<sup>th</sup> February 1765 and had accompanied her parents to Tranquebar, India as a young child. The wedding was held at David Brown’s residence. At their marriage, William was 23 years old and Betsy only 17 years.



*Figure 8 William Brown*

During 1782 as well, David Brown stepped back from a directorship role in the trading partnership with John Brown and William came in as partner, the firm being renamed **John and William Brown and Company**.

Despite their young age, the newly married couple started their family and brought forth Anne Margaretha (Nancy) (born 1783), Louise Elizabeth (born 1785), and John William (born 1787).

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<sup>65</sup> Ibid, p149.

<sup>66</sup> Ibid, p167.



Figure 9 Margaretha Elizabeth "Betsy" Brown

Tragically, on 13<sup>th</sup> December 1788, when he was only 29 years old, William died from a stroke. He was buried in the Appleby's Chapel in Frederick's German Church. While it is understood that the shipyard had been operating very well, the trading enterprise of **John and William Brown and Company** suffered severe problems and, shortly afterwards, was declared bankrupt.

Immediately after William's death, Betsy took her three young children to live at her father's house. The next year, when David Brown moved to Helsingor, Betsy and the children moved with him.

On 4<sup>th</sup> March 1789, William's shipyard was auctioned off for considerably more than what William had paid in 1781, and those who inspected it were overwhelmed by how William had radically transformed the old shipyard he had taken over in 1781 into a modern, state-of-the-art factory.<sup>67</sup>

On 6<sup>th</sup> September 1792, Betsy married Captain Andreas Alexander Berner in Helsingor. Captain Berner was born on 4<sup>th</sup> January 1753 in Copenhagen and had a 4-year-old daughter, Susanne Johanne Berner, from his first marriage, to whom Betsy became stepmother. Berner had been a naval officer until 1784 at which time he moved into the Customs Service at Helsingor. (Because the Oresund Strait between Sweden and Denmark is at its narrowest near Helsingor, it was always a smuggling centre<sup>68</sup>, making the Customs Service's role very challenging. The number of ships calling at Helsingor annually at that time was about 10,000 as it was the major route between the Baltic Sea and the North Sea.<sup>69</sup>)

Betsy had 3 children to Andreas Berner: Alexander George (born 1793), William Edmond (born 1798 but dying 1799) and Edward (born 1801).

Andreas Berner died in April 1825 after a lengthy career in the Customs Service.

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<sup>67</sup> Ibid, p169.

<sup>68</sup> This role was played out again during WW2 when Jews were smuggled out of German-occupied Denmark to Sweden. [https://en.wikipedia.org/wiki/Rescue\\_of\\_the\\_Danish\\_Jews](https://en.wikipedia.org/wiki/Rescue_of_the_Danish_Jews) . Over 3 nights in Sept-Oct 1943, Danes had smuggled over 7,200 Jews and 680 non-Jews (gentile family members of Jews or political activists) across the Øresund, to safety in Helsingborg and Malmö in Sweden.

<sup>69</sup> Hauch-Fausbøll, Th., op cit, p174.

Betsy subsequently lived with her son, John Brown and his wife, Charlotte Dowling, and their family in Kokkedal after John and Charlotte had purchased “Kokkedal Slot” in 1829. Betsy was registered at the Kokkedal residence of John and Charlotte in the 1834 Danish Census. After John and Charlotte and their family left Kokkedal to emigrate to Australia, Betsy moved to Copenhagen to live in the house of her son, Alexander George Berner where she died on 23<sup>rd</sup> June 1838. Accounts at the time describe her in her old age as a very gentle, loving and beautiful woman<sup>70</sup>.



*Figure 10 Margarethe Elizabeth “Betsy” Berner, nee Brown in her older years*

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<sup>70</sup> Ibid, p177.

## John Brown (1787–1860) and Charlotte Dowling (1803–1884).

John Brown<sup>71</sup>, the youngest child of William and Margaretha Brown, was less than 2 years old when his father died. With his mother he went with to live with his grandfather, Governor David Brown, and so would have heard many of the stories of when David and Margaretha were living in India. John grew up in Helsingor, firstly at the house of David Brown, and then with his mother and stepfather after Margaretha's marriage to Andreas Berner.

At some point, possibly about 1806 or early 1807<sup>72</sup>, John and his uncle, Edward Brown, the young half-brother of his mother by Governor David's second marriage (who was the same age as John, being born in 1787) travelled to India to seek their fortune<sup>73</sup>. They would have been just 19 or 20 years old at the time. Both Edward and John found their way into the business of cultivating and trading indigo, and became quite wealthy in the process<sup>74</sup>.

The commercial environment was changing rapidly while Edward and John were in India, presenting many opportunities for those with the attitude and resources to pursue ventures in the complex world that was India at that time. Following the British Charter of 1813 which abolished the monopoly of the **British East India Company**, many mercantile houses engaged in private trade rushed to take advantage of the large profits to be made and by 1820 there were over 30 of these firms operating, primarily in Calcutta – the largest and well-known firms being **Palmer and Co.**, **Tulloch and Co.**, **Fairlie, Fergusson and Co.**, **Jardine Henderson and Skinner** and **Gillanders & Arbuthnot**<sup>75</sup>.

Edward and John appear to have become heavily involved with the firm of **Fairlie, Fergusson and Co.**, and over time become major shareholders<sup>76</sup>. The agency formed initially by the partnership of Scottish traders William Fairlee and John Fergusson was established in Calcutta in the 1790s sourcing and exporting goods from India and supplying the **East India Company** provisions and pack animals for their various wars. By the early 19th century the firm was the largest owner of ships in Calcutta and transported rice, indigo and cotton around the world, as well as carrying opium to the China coast. Some of its ships carried emigrants to Australia for many years and carried the goods of the **East India Company** between London and Canton. The firm was also involved in financing trade in Danish ships<sup>77</sup> between India, Java and Europe, and through their connections established a trading network which encompassed Canton, Batavia, Manila, Penang and New South Wales.<sup>78</sup>

The indigo trade in the early 19<sup>th</sup> century was a highly profitable and speculative business for the traders and planters, and for the mercantile houses which financed and auctioned the crops. But the business processes became increasingly fragile and oppressive.

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<sup>71</sup> Some records suggest he had a second name "William" or "Williamsen". A second name has not been confirmed.

<sup>72</sup> Ibid, p241. Hauch-Fausbøll noted that the two men must have gone to India prior to the Anglo-Danish War of 1807-1814 (known as the "Gunboat War") started in August 1807.

[https://en.wikipedia.org/wiki/Gunboat\\_War](https://en.wikipedia.org/wiki/Gunboat_War)

<sup>73</sup> Hauch-Fausbøll, Th., op cit, p241-242.

<sup>74</sup> Ibid, p242.

<sup>75</sup> <http://www.motilalseal.com/msp/banian/>

<sup>76</sup> Hauch-Fausbøll, Th., op cit, p246. Hauch-Fausbøll referred to the firm as Fergusson and Co, however it is likely that the group was Fairlee, Fergusson and Co. There is some possibility that John and Edward had invested in an associated entity of Fairlee, Fergusson and Co. although that has not been determined at time of writing.

<sup>77</sup> It is likely that John and Edward played key roles in these activities.

<sup>78</sup> <https://www.wikitree.com/wiki/Fairlie-41>

*“The indigo planters persuaded the peasants to plant indigo instead of food crops on their own lands. They provided loans, called dadon, at a very high interest. Once a farmer took such loans he remained in debt for his whole life before passing it to his successors. The price paid by the planters was meagre, only 2.5% of the market price. The farmers could make no profit growing indigo. The farmers were totally unprotected from the indigo planters, who resorted to mortgages or destruction of their property if they were unwilling to obey them. Government rules favoured the planters. By an act in 1833, the planters were granted a free hand in oppression.”<sup>79</sup>*

Both men married while in India – Edward marrying Ida Maria Schorn from a Danish merchant family based in Bengal, and John marrying Charlotte Dowling<sup>80</sup> at St John’s Church, Calcutta on 20<sup>th</sup> January 1823.<sup>81</sup> Edward and Ida had a number of children in India – Melior (born 1815), Louise (born 1816) and Edward (Ned), the youngest<sup>82</sup>. (Information on Charlotte’s family has not been identified at the time of writing, although it is understood that her father was in the **East India Company**’s office in Calcutta.



Figure 11 John Brown

John and Charlotte started what was to become a large family. Children recorded as born in India were Harriet Catherine (born January 1822 (tbc) in Calcutta), Louisa (born 21<sup>st</sup> October 1823 in West Bengal), John Dowling (born January 1825 in Fort William, Tirhoot) and William (born 5<sup>th</sup> October 1826 in Semapore). From the varied locations of the children’s births, it appears that John and Charlotte moved around according to John’s commercial activities.

In the mid 1820s both men and their families returned to Denmark to enjoy their wealth. The exact date that each of them returned is unknown. Edward Brown was reported as back in Denmark by 1824. (Edward went on to purchase his late father’s former estate at Gurrehus in 1828. At the time the house at Gurrehus was not particularly outstanding, but the location and the grounds were very

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<sup>79</sup> [https://en.wikipedia.org/wiki/Indigo\\_revolt](https://en.wikipedia.org/wiki/Indigo_revolt)

<sup>80</sup> Some records suggest that Charlotte had a second name “Amalie”. That has not been confirmed.

<sup>81</sup> Marriage recorded as on 20<sup>th</sup> January 1823 in the East-India Register and Directory for 1825, compiled for the East India Company, page 499.

<sup>82</sup> Hauch-Fausbøll, Th., op cit, p242.

appealing and Edward was attracted by the family association and the proximity to numerous English families in the area.<sup>83</sup> The Gurrehus property was extensively renovated in 1880-81 by later owners.)



*Figure 12 Early portrait of Charlotte Brown, nee Dowling*

It appears that John and Charlotte and their family returned to Denmark in the first half of 1827 as William was baptised in Calcutta on 7 January 1827 and their next child, Elizabeth (Eliza), was born in Copenhagen on 3<sup>rd</sup> July 1827. On their return to Denmark, they lived for a short time in Copenhagen at Kongens Nytorv 269, before purchasing the “Kokkedal Slot” (or Kokkedal House) property in 1829.

Kokkedal Slot is a country house with a large surrounding garden and parkland located in Hørsrdholm, about 31 kms north of Copenhagen.<sup>84</sup> (The house now operates as a 62 room high-end hotel under the name Kokkedal Slot Copenhagen<sup>85</sup>. The surrounding parkland includes an 18 hole golf-course. It is periodically used as a film-set<sup>86</sup> including the 1983 Danish movie “Zappa”). It is understood that John and Charlotte led a very social life at Kokkedal, entertaining extensively. They arranged home schooling for their children, including, in 1836 by a F.F. Ulrik who subsequently became a prominent Danish doctor<sup>87</sup>.

Upon arrival in Denmark, John and Charlotte added further children to their family: Elizabeth “Eliza” (born in Copenhagen on 3<sup>rd</sup> July 1827), Edward George (born at Kokkedal on 21<sup>st</sup> October 1829), Charles Fenwick Elphinstone (born 1830), Edith (born at Kokkedal on 19<sup>th</sup> February 1833), Gustava (born at Kokkedal on 6<sup>th</sup> August 1836) and Sigismunda (born at either Copenhagen or Helsingor on 9<sup>th</sup> March 1837).

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<sup>83</sup> Ibid, p243.

<sup>84</sup> [https://en.wikipedia.org/wiki/Kokkedal\\_Slot\\_Copenhagen](https://en.wikipedia.org/wiki/Kokkedal_Slot_Copenhagen)

<sup>85</sup> <https://kokkedalslotcopenhagen.dk/en/>

<sup>86</sup> <https://www.danskefilm.dk/lokation.php?id=1721>

<sup>87</sup> Hauch-Fausbøll, Th., op cit, p256.

John and Charlotte and their family were recorded in the Danish Census undertaken on 18<sup>th</sup> February 1834. The census shows John's mother, the widow Margaretha Elizabeth (Betsy) Berner, then aged 69, as staying with them at Kokkedal.



*Figure 13 Kokkedal Slot (or House), Hørsholm*

In 1833, John and Edward received advice that their investment in **Fairlie, Fergusson and Co** was suffering from a trading crisis in India and that their regular capital disbursement had stopped for the foreseeable future.<sup>88</sup> (It is possible that their investment was in a separate but related trading vehicle – **Fergusson and Co.** – details have not been confirmed at time of writing.) The international demand for indigo had started to decline from 1826 and stagnated, seriously impacting the trading houses which had invested heavily in indigo plantations.<sup>89</sup> It appears that several of the trading houses had been cross-lending and so when one entity failed, those others who had been guarantors were also put under severe credit pressure, in some cases failing. In 1832 such a credit squeeze amongst the houses investing in indigo plantations occurred.<sup>90</sup>

John and Edward developed plans to try to merge their financial interests in India with other trading groups, namely **Gregron, Melville and Knight** of London, and **Sheddon and Co.** of Calcutta and John was preparing to travel to London and India in August 1834 to organise financial arrangements to achieve such a merger, however, the financial market situation in India was so disturbing that these plans fell through.<sup>91</sup> Subsequently, the men decided that, given that the economic forecast in Denmark was not looking positive, they would emigrate and, after considering Canada and New South Wales, they chose the latter.<sup>92</sup>

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<sup>88</sup> Ibid, p246.

<sup>89</sup> <https://www.gatewayhouse.in/indian-banking-history/>

<sup>90</sup> <https://www.gatewayhouse.in/indian-banking-history/>

<sup>91</sup> Hauch-Fausbøll, Th., op cit, p246.

<sup>92</sup> Ibid, p246.

Personer i Familien	Alderen eller Børnernes Alder, med Antallet af Børn, Dato o. s. v.	Samtlige Personers Alder i dette Hæst, med Henset o. s. v.	Solus Personer, der lever i Huset	Sex, Høje, Entrommet eller Cst.	Professionen Tid, Embede, Forretning, Haandværk, Næringsvej, Erhverv i Familien eller hvad de leve af.
	1097	John Brown -	47	gift	
		Charlotte Brown -	30	u	
		Louise Brown -	10	u	
		John Dowling Brown -	9		
		William Brown -	7		
		Elixa Brown -	6	gift	Mors Lørd
		Edward George Brown	4		
		Charles Francis Lythwaite Brown	3		
		Edith Brown -	2		
		M. S. Berner -	69	Enke	sin Moder -
		Charlotte Brown -	26	gift	sin Moder
		M. de Vos -	38	gift	Gouvernante -
		H. Hanschke -	26	gift	Informator -
		Robert Sørensen -	20	gift	Lærker -
		Mrs Sørensen -	24	u	hans hustru -
		Jenny Sørensen -	8	gift	hans Datter -
		Engelke Faust -	32	gift	hans hustru -
		Mary Grubb -	34	u	Næringsvej -
		Christiane Schwenck -	40	u	u
		Betsy Mørk -	39	u	hans hustru -
		Kristen Løjenskov -	29	u	hans hustru -
		Maria Jørgen -	69	u	hans hustru -
		Nedre Madam -	36	gift	hans hustru -
		Christian Andersen -	30	u	hans hustru -
		Lars Jensen -	28	gift	hans hustru -
		Pear Andersen -	26	gift	hans hustru -
	1124	Anders Nielsen -	30	gift	hans hustru -

Figure 14 Danish Census of Feb 1834 recording the Brown family at Kokkedal, including infant Edith. Note Margaretha “Betsy” Berner (age 69) is also recorded at the House.

After both selling their respective properties – Kokkedal and Gurrehus, the party of the two families and their staff, 33 people in total, left Denmark in July 1837 for London to board the vessel “The Marquis of Hastings” which they had rented most of for the trip to Sydney. The party included Edward’s daughter Melior and her husband George Fenwick. The vessel “Marquis of Hastings” was a “barque<sup>93</sup>” of 452 tons, build in 1819 on the Thames. The vessel was used extensively on the Indian and Australian shipping routes, both for carrying passengers and cargo, including, at times, for

<sup>93</sup> A barque is a sailing ship with at least 3 masts, all of the square-rigged, except for the stern-most, which is fore-and-aft rigged. <https://redcoat-settlerswa.com/ships/marquis-of-hastings-1839-patriot-games/> In the 1820 Lloyds Register, the ship appears as a two-deck vessel, sheathed in copper with iron standards and knees.

transporting convicts to Australia<sup>94</sup>. The ship was wrecked on the Coloradoes Reef, off the coast of Cuba on 1<sup>st</sup> April 1855. She was on a voyage from British Honduras to Queenstown, County Cork while carrying a cargo of mahogany. Her crew were rescued but “*Marquis of Hastings*” was a total loss<sup>95</sup>.

For the voyage undertaken by the Browns, the vessel carried just 46 passengers, none receiving government assistance for the voyage.<sup>96</sup> The vessel left London and departed from Cowes, their last stop in the United Kingdom, on 20<sup>th</sup> September 1837. The vessel arrived in Sydney on 23<sup>rd</sup> January 1838. The arriving passenger list shows the party of John and Charlotte Brown and their 10 children (Harriet, Louise, John, William, Elizabeth, Edward, Charles, Edith, Gustava and Sigismunda), the children’s nanny and 3 servants; Edward Brown, his wife Ida and their two unmarried children, Louise and Edward “Ned”, and 4 servants; and Edward Brown’s daughter and son-in-law, George and Melior Fenwick, their child and 3 servants. There were a number of other unassisted passengers on the voyage.

Although the voyage had lasted four months, a number of passengers, including John Brown, were so satisfied with the journey that they published an open letter on 5<sup>th</sup> February 1838 in *The Sydney Herald* to the captain of the ship. The letter stated that “*After a very agreeable passage we cannot deny ourselves the pleasure of expressing to you our high sense of the obligations we owe you for your unremitting attention to our comfort during the voyage, and we request you will accept our sincere thanks.*” The reply by Captain Thomas Simpson was also published.<sup>97</sup>

Communication by the Brown party back to Europe from New South Wales in mid-1838 was very positive, suggesting that “everyone who was living hand to mouth in Europe should try their luck in New South Wales”<sup>98</sup>.

On arrival in Sydney, John and Charlotte settled briefly at Parramatta before purchasing a property on the Upper Paterson River, near Gresford, which they named “Colstoun” after the Broun/Brown ancestral home in Scotland. John was aged 50 when he arrived in New South Wales. They went on to have further children: Herbert Harrington (born at Parramatta on 12<sup>th</sup> March 1839), Nugent Wade (born at Parramatta on 2<sup>nd</sup> April 1841), and Walterus Le Brun (born at Paterson on 1<sup>st</sup> July 1843).

John was known in New South Wales as “John Brown of Colstoun” and died at Parramatta on 9<sup>th</sup> July 1860 at the age of 73 while visiting his daughter Sigismunda and her husband, Dr Walter Brown of Brislington. Charlotte passed away on 11<sup>th</sup> March 1884 at the age of 80 at Fernside, Tunbridge Wells, Kent, England. At the time she was living with her daughter Louisa who had married John Charles Whitty.

The story of John and Charlotte and their family in Australia during an important period of Australia’s history is, no doubt, an interesting one and warrants a separate study.

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<sup>94</sup> The vessel transported convicts for the following trips: sailed 19<sup>th</sup> August 1825, arriving Sydney 3<sup>rd</sup> January 1826 carrying 153 convicts; sailed 14<sup>th</sup> April 1827, arriving Sydney 31<sup>st</sup> July 1827 carrying 167 convicts; sailed 27<sup>th</sup> June 1828, arriving Sydney 12<sup>th</sup> October 1828 carrying 179 convicts; sailed 16<sup>th</sup> March 1839, arriving Hobart 23<sup>rd</sup> July 1839 carrying 241 convicts; sailed 15<sup>th</sup> July 1842, arriving Hobart 7<sup>th</sup> September 1842 carrying 241 convicts. <https://convictrecords.com.au/ships/marquis-of-hastings>

<sup>95</sup> <https://redcoat-settlerswa.com/ships/marquis-of-hastings-1839-patriot-games/>

<sup>96</sup> <http://www.theshipslist.com/ships/australia/australia1837.shtml>

<sup>97</sup> <https://trove.nla.gov.au/newspaper/article/12855319?searchTerm=marquis%20of%20hastings%201838>

<sup>98</sup> *Ibid*, p248. Part of a letter that Nicholas Fenwick had received a letter from his brother, George, who was Edward Brown’s son-in-law. George and his wife Melior were part of the party to emigrate.



Figure 15 Charlotte Brown nee Dowling in later years

A. 11.

REPORT of a *Ship* arrived in Port Jackson, this 23<sup>rd</sup> Day of January 1838.

Vessel's Name..... <i>Marquis Hastings</i> Tonnage..... <i>982</i> Master's Name..... <i>Louison</i> From whence..... <i>London</i> When sailed..... <i>August 20<sup>th</sup> 1837</i> Loading..... <i>(Merchandise)</i>		REMARKS			
Passenger's Names.		Children above 12 years of age.		Country.	Profession, Trade, or Calling.
Cabin.		Males.	Females.		
<i>John Thomas Esq.</i>	<i>Mrs Thomas</i>	<i>Mrs. Hannah V. Thomas</i>	<i>Mrs. Elizabeth Thomas</i>	<i>England</i>	<i>Merchant</i>
<i>Wm. John Hutton</i>	<i>Mrs. Hutton</i>	<i>Mrs. Elizabeth Hutton</i>	<i>Mrs. Sarah Hutton</i>	<i>England</i>	<i>Merchant</i>
<i>John D. &amp; Charles Thomas</i>	<i>Mrs. Thomas</i>	<i>Mrs. Elizabeth Thomas</i>	<i>Mrs. Sarah Thomas</i>	<i>England</i>	<i>Merchant</i>
<i>Thomas</i>	<i>Mrs. Thomas</i>	<i>Mrs. Elizabeth Thomas</i>	<i>Mrs. Sarah Thomas</i>	<i>England</i>	<i>Merchant</i>
<i>Mr. Edward Thomas</i>	<i>Mrs. Thomas</i>	<i>Mrs. Elizabeth Thomas</i>	<i>Mrs. Sarah Thomas</i>	<i>England</i>	<i>Merchant</i>
<i>Mr. Edward Thomas</i>	<i>Mrs. Thomas</i>	<i>Mrs. Elizabeth Thomas</i>	<i>Mrs. Sarah Thomas</i>	<i>England</i>	<i>Merchant</i>
<i>Mr. George Farnish</i>	<i>Mrs. Farnish</i>	<i>Mrs. Elizabeth Farnish</i>	<i>Mrs. Sarah Farnish</i>	<i>England</i>	<i>Merchant</i>
<i>Mr. George Christmas</i>	<i>Mrs. Christmas</i>	<i>Mrs. Elizabeth Christmas</i>	<i>Mrs. Sarah Christmas</i>	<i>England</i>	<i>Merchant</i>
<i>Mr. Thomas Hutton</i>	<i>Mrs. Hutton</i>	<i>Mrs. Elizabeth Hutton</i>	<i>Mrs. Sarah Hutton</i>	<i>England</i>	<i>Merchant</i>
<i>Mr. John Hutton</i>	<i>Mrs. Hutton</i>	<i>Mrs. Elizabeth Hutton</i>	<i>Mrs. Sarah Hutton</i>	<i>England</i>	<i>Merchant</i>
<i>Mr. William Hutton</i>	<i>Mrs. Hutton</i>	<i>Mrs. Elizabeth Hutton</i>	<i>Mrs. Sarah Hutton</i>	<i>England</i>	<i>Merchant</i>
<i>Mr. Henry W. Mungley</i>	<i>Mrs. Mungley</i>	<i>Mrs. Elizabeth Mungley</i>	<i>Mrs. Sarah Mungley</i>	<i>England</i>	<i>Merchant</i>
<i>Mr. Charles Houghton</i>	<i>Mrs. Houghton</i>	<i>Mrs. Elizabeth Houghton</i>	<i>Mrs. Sarah Houghton</i>	<i>England</i>	<i>Merchant</i>
<i>Mr. Edward P. Thomas</i>	<i>Mrs. Thomas</i>	<i>Mrs. Elizabeth Thomas</i>	<i>Mrs. Sarah Thomas</i>	<i>England</i>	<i>Merchant</i>
<i>Mr. George Elliot</i>	<i>Mrs. Elliot</i>	<i>Mrs. Elizabeth Elliot</i>	<i>Mrs. Sarah Elliot</i>	<i>England</i>	<i>Merchant</i>
<i>Mr. G. Warden</i>	<i>Mrs. Warden</i>	<i>Mrs. Elizabeth Warden</i>	<i>Mrs. Sarah Warden</i>	<i>England</i>	<i>Merchant</i>

*The Honorable*  
*The Colonial Secretary*

*The Deputy*  
*Tide Surveyor*

Figure 16 Arriving passengers on the "Marquis of Hastings" to Sydney 23<sup>rd</sup> January 1838.