J & E HALL

PART-1


Founded in the Industrial Revolution, pioneer of refrigeration, how Halls of Dartford celebrated 200 years of progress

John Hall 1764-1836
Founder of the business in a small workshop in Dartford, Kent, in 1785
Part of the J & Hall Estate as it was in 1807
The remainder of the Estate on land formerly owned by Dartford Priory
The ancient Dartford Priory was rebuilt by Henry VIII as a Manor House. It was later occupied by Anne of Cleves and eventually absorbed into the J & E Hall Estate.

John Hall's trade card advertising gunpowder as supplied to "Noblemen, Gentlemen and Sportsmen."
A letter heading prior to 1836 listing the variety of work handled at the Hall factory including steam engines on "Bolton & Watt's Principle."

Hall's famous "Elephant Boiler" developed in the 1830s.
An early Beam engine, one of the most successful products of the Hall factory
Memorial tablet in Dartford Parish Church to Richard Trevithick who in his later years worked with John Hall Senior but died in poverty.
The two sons of John Hall who inherited his Dartford Ironworks

John Hall Junior, 1792-1850

Edward Hall, 1799-1875

Everard Hesketh, 1858-1942
As Chairman made the Company a world leader in marine refrigeration

William Bernard Godfrey
Electrical engineer, Partner & Director
View of Hall's machine shop
Another view of the machine shop
The Dartford Works of J & E. Hall

circa 1885

The works were established a hundred years previously by John Hall in 1785

J & E Hall's Dartford Works about 1885

The cold air machine of Paul Giffard, the starting point of Hall refrigeration
FROZEN MUTTON FROM THE FALKLAND ISLANDS,
Per S.S. “Seembria,” fitted with
J. & E. HALL’S COLD AIR MACHINES.

S.S. “Seembria”—3041 TONS REGISTER.

Extract from “THE TIMES” of the 16th July, 1886.

FROZEN MEAT.—The importation of frozen meat to this country continues to increase, and the recent arrival in the East India Docks of a cargo of over 30,000 frozen carcases of mutton in excellent condition is the latest and as yet the most extensive contribution that has been made in the form of a single cargo to the meat supply of this country. This has been brought by the steamer Seembria from the Falkland Islands, and when one considers that East Falkland was only colonized by British subjects in 1833, and West Falkland in 1867, and that there are now nearly 600,000 sheep in the islands, it seems indeed, little short of marvellous. Those brought over are described as being of prime Canterbury type, well fleshed, and with no superfluous wasteful fat, and they average from 40lb. to 70lb. each. Sales have been effected of portions of the cargo at over 3l. per pound.

The steamship Seembria, chartered by the Falkland Islands Meat Company, who have entered into agreements with the owners of sheep for the supply of 60,000 per annum, is a steamer of 3,041 tons register, and was fitted out completely by Messrs. J. and E. Hall, of Hartford and London, for this trade. She left England in December last, and would in the ordinary course have returned in April but for the preparations that it was necessary to make in the first instance before the meat could be shipped, as no labour or materials were to be found on the other side. Thus it was necessary to take out a staff of butchers to deal with the meat in the first instance, storehouses to stow away the carcases in the lower hold as soon as these were frozen, this latter operation being carried out in the twoon’ decks, and mechanisms to erect the necessary buildings, tramways, and derricks at the principal ports where the meat is obtained, all this plant being taken out in the ship. The colonists have hitherto contended themselves with what they could realize with the wool, skins, and tallow, to be obtained from their sheep, but now, in consequence of this most recent development in refrigerating machinery by means of cold dry air, they will be able to send their mutton to the English market, not only to their own advantage, but also to that of the consumers over here; and there appears to be every reason to expect that the enterprise which has been entered into in so practical a manner will result in a complete success.

Mesers. J. & E. Hall,
London.

DEAR SIRS,—The Cold Air Machines fitted by you in the S.S. “Seembria,” froze very satisfactorily 30,000 carcases of mutton on the voyage at and from the Falkland Islands, the whole cargo arriving here in perfect condition.

Yours faithfully,

CROW, RUDOLF & CO.

8b, Rumford Place,
Liverpool.
28th August, 1886.

The frozen meat trade 1886
J. & E. HALL'S
COLD DRY AIR MACHINES (PATENT.)

FOR PRESERVING

MEAT
FISH
POULTRY
Milk

FOR MAKING ICE, FOR BACON CURING,
FOR COOLING LIQUIDS, CHOCOLATE, BEER, &c.
FOR REFINING OIL,

and a variety of other purposes by means of COLD DRY AIR ONLY
AND ENTIRELY WITHOUT THE AID OF DANGEROUS GASES OR EXPENSIVE
CHEMICALS. These Machines effect

A SAVING IN WORKING EXPENSES. The cost of working
them is less than that of using ice. In hot weather the difference will be found to be
very considerable.

A SAVING OF SPACE. The space occupied by the ice is entirely saved.

A SAVING OF MEAT, &c. The air from the Machine being delivered
perfectly dry no moisture is deposited on the meat as when ice is used—the meat
does not therefore require to be trimmed, and a considerable saving is effected.

These machines can be applied to existing Refrigerating Rooms or Meat Safes
and entirely take the place of ice. They can be set to work at any time, and
require but little attention. All trouble and expense in obtaining and cutting the ice is
avoided. They are also being most successfully employed for Cooling and
Preserving MILK, BUTTER, &c. &c.

THE "Z" SIZE MACHINE driven by a 2-horse Gas Engine costs 3d. per hour
only for gas in London; or it can be worked from any existing motive power.

THE "A" MACHINE driven by a Gas Engine costs only 7d. per hour for gas
in London.

THE "AA" MACHINE and all larger sizes have a steam cylinder combined, and
require only a boiler for supplying them with steam.

Prices and Particulars of Boilers sent on application.

For larger sizes for preserving Meat Cargoes and Stores and for
Preserving Food on Passenger Ships, apply for Complete Catalogue.

ESTABLISHED 1795.
Alexander Marcet developed the CO$_2$ refrigerating machine from 1887 onwards.
J & E Hall's patent brine wall system of meat chilling and freezing

Hall's No. 6 cold air machine of 1886
J & E Hall's patent carbonic anhydride refrigerating machines for breweries

SS Ū Elderslieō built in 1884, the first ship built specifically to transport refrigerated meat from New Zealand