

Memories John Ellis

In 1928 a doctor advised George Thomas Ellis, to move into the country air, from the City of Portsmouth for health reasons. Strong family ties in lodges & Ashtedown going back several generations, & his father George Gale Ellis, living in the cottage now occupied by David Gell (next to Blue Cottage) & John & Betty Tins, farming at Home Farm, made Upodors the obvious destination,

John's father, ^{George} was a haulier in Portsmouth, & with John's mother Mary, occupied a corner shop - off Lincence. A chronic asthmatic, he was given only a few months to live, hence the move to Upodors. The pure Dorset air worked wonders, & he recovered & became the Village CARRIER. Anyone requiring his services would place the letter "E" in their window. He would do your shopping; sometimes going to several shops, for one particular item, & the charge would be "tuppence" or "threepence". He also "brought the coal," carried to your door, for the same price per cwt. In 1941, he gave his carriers business away, sold the wooden bungalow "Pony Cor" & moved back to Portsmouth to serve in the A.R.P. In the Great war, he served in the Royal Marines. John's mother Mary, (whose father was a fisherman & a member of the Southsea lifeboat crew, when the lifeboat was in fact a rowing craft,) served in the Royal Flying Corps as an M.T. driver in the Great war, & from 1941 to the end of the last war drove an ambulance in the Portsmouth Blitz.

John left school at 14, & started work the following Monday morning at the Shot factory of Wm Edwards & Co, as a "jack" boy, in the rope walks. Before his 16th (fifteenth) birthday

he had become a "LOADER" (the man who walked the length of the ropewalk carrying the four wooden LADS to turn 12 threads into 4). His wages were 9/4 nine shillings & four pence per week, & when he asked for more money, because he was doing a mans work (with an eighteen years old under him as his "Jack boy", the works managers ridiculed him & said he was paid by age group. So he quit ~~that place~~ & went to work for J. Montague Builders, as an "improver" in other words all aspects of the building trade, which stood him in good stead in later life. In the latter winter of 1939, Montague, like many other builders had to send their employees to the Labour Exchange, to sign on the D.O.L.I. John signed on, & signed off within an hour, having obtained a position on the Bridport Town Council. The only time in his life to be unemployed.

In April 1940 he joined the R.A.F. & served in the ~~Western Desert~~ Western Desert, arriving just in time to join the Desert Rats push Rommel out of Alamain. He joined the D.T.A.G. Sept, & was "general factotum" in a section of two other ranks & one officer, the Legal Staff Officer of Cyrenaica & Tripolitania, & travelled extensively ~~from~~ than the Western Desert - Palestine & the Lebanon. His long awaited call for air-crew posting eventually came in 1944, & he asked for an air gunners course as it was at El Ballak (just up the road) & was the shortest of the air crew courses. He left 13 air gunnery school & via 46 C.T.U. (AFRIC Palestine) 1645 H.C.U. (ABO SOER Egypt) arrived at Amendola Italy to join 148 squadron, in February 1945 & flew 23 operations before hostilities ceased. Demobilized in May 1946, he returned to the Bridport Town Council.

(where he found there were "too many Bosses on the B.C.")
~~He went~~ & found another post as chauffeur & gardener
to the late W.C. Gould, until he (Mr Gould died). John
then went into the haulage business, hauling lime
from Longbedy Quarry to Dorset Devon & Cornwall
farms, & hauling concrete units for Woolway, the
severe winter of 1962-3 was disastrous for concrete
production & erection & his business nose showed &
he sold out to John de Savory, who by then had
taken over Woolway Constructions.
He ~~had~~ had a boat at West Bay, which he used
for pleasure, since 1935, & now he turned a
pleasure boat into a Charter Boat, & virtually
put Bridport & West Bay on the angling map.
At that time, hand lines were used, ~~and fishermen~~
~~took anglers & boats & rods & reels~~ & West Bay, almost unknown.
He wrote articles in the angling media, & joined the
European Federation of Sea Anglers, meeting fellow
anglers from all over the world. Consequently he
& his charter boat, became known internationally. He
represented England in 1974 in Plymouth, 1978 in
Denmark, & 1981 in Florida U.S.A. Arthritis ended
his charter fishing in 1982 & he sold his boat &
business. He still fishes occasionally in his 18 ft launch.
He held every post in the West Bay SAC & was elected
as their President,

In 1955 he married ~~Betty~~ Elizabeth Stewart
Betty at that time managed a jewellers
in Yeovil. Clement White, making her
journey to Yeovil every day from
Chideock on a motor cycle. It was by
clearing her plug & getting the bike going
that they met.

In 1958 he bought Home View House
(the grounds & sheds took having been
sold before the auction.) & ~~had spent~~
~~the years between~~ in a ~~deplorable~~
condition, & installed electricity, & made
the property what it is today.

An all round sportsman, he played
football in the LODERS team, when
the then manager Mr MacHale
lived in the cottage under the rail-
bridge at Yondover, & regularly took
part in the mobile cart of first-class
first in Sir E. L. Bratton Beach Cart
& later in the R.V. Squash nights
& lawn tennis & boxing, were the
hub of village sports, thanks to the
facilities provided by Sir E. L. B.
& Mr & Mrs Lesser of Matraver.
A keen skittles player from childhood
he still plays in the Portman League

Home Team House
Upaders
Bridport
Dorset. DT6 4NT
15.1.92

Dear Mrs Hughes.

Thank you for the draft copy
& tape. I must congratulate your ability to
sort out my ramblings. You certainly
have my permission as requested.

I have not mutilated the draft
copy, but have marked the following
notes you may wish to add. (I already
owned the boat & used it for pleasure
then turned it into a charter business.)

I added the Woolaway Concrete products
as it was the Big Freeze in 1962/3 that
put my haulage out of action.

Yours Sincerely

John Phillips

X
(1) Hauling concrete units for "Woolaways", all over
England Scotland & Wales (Bungalows, Houses, Garages)

X
(2) USED HIS FISHING BOAT TO START THE FIRST
CHARTER BOAT SOLELY FOR ANGLERS, IN WEST BAY.
IN 1944 AT PLYMOUTH, & THE FOLLOWING YEAR IN
DENMARK HE WAS SELECTED TO FISH IN THE
ENGLAND TEAM