

Dieppe: Hell for the Canadians

Josée Tétreault



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Summary

This article proposes to show how we can easily retrace the steps of an individual WWII soldier using documents from archives and other publications. Until recently, although we share the same name, soldier René Tétreault and Lieutenant Yvon Tétreault were totally unknown to me. My research on the Dieppe Raid allowed me to lift the veil from the military careers of these two brave descendants of Louis Tétreau and Noëlle Landeau, men who, on a certain day in August of 1942, confidently boarded one of the 237 vessels headed for the beaches of the Dieppe area.

August 19, 1942, is a memorable day for many Canadian soldiers. At the dawn of that fateful day, few could have predicted the outcome of Operation Jubilee on the beaches of Dieppe. On this 76th anniversary year of the Dieppe Raid, let us relive the military course of thousands of Canadians through the stories of René and Yvon Tétreault.

Yvon Tétreault and the Mount Royal Fusiliers

Joseph Gaston Yvon Tétreault, the son of Arthur Tétreault and Berthe Dozois, and grandson of the founder of Tétreaultville, was born in Montreal on March 13, 1918. He was one of numerous officers from the combat school of the University of Montreal who chose to enlist in active service during the Second World War.¹ On June 3, 1940, while he was working as an insurance agent for the *North American Insurance Company*, Second Lieutenant Tétreault joined the ranks of the Mount Royal Fusiliers (MRF), 5th Brigade of the Canadian Infantry, and began his training at the Avenue des Pins Arsenal.

England

Yvon Tétreault met up with his battalion on the day after Christmas, 1940, in Cove, England. After a few months of training in Valcartier, Yvon and a dozen other officers were warmly received as the battalion was short of officers.² Earlier, on November 3, Yvon had been promoted to lieutenant.



*Lt. Préfontaine, Lt. Tétrault and Lt. LaFortune, June 21, 1942
(Archives of the Mount Royal Fusiliers)*

During the winter and spring of 1941, the MRF were lodged in the Guillemont barracks in Cove. In July, the regiment moved to Lewes, north of Newhaven. The men lived with the local population. For the first time, they were able to enjoy direct contact with the locals. At the very end of the year, the MRF moved again. They were dispatched to Newhaven, Sussex East, to secure the protection of the underground fortress located west of the port.

During the summer of 1942, military training was intensified on the Isle of Wight, southeast of England. They simulated landing procedures. The exercises were conducted without reprieve. The Dieppe Raid had been planned

initially for the beginning of July. To the great displeasure of the MRF who were impatient to see some action, bad weather delayed the launch. This was followed by two weeks of rest in London before getting back into training.

In mid-August, Lieutenants Yvon Tétreault and Pierre Benoît attached to a tank unit (*Calgary Tanks*) were joined to a detachment of some thirty men from the MRF under the command of Captain Lajoie.³ In Portsmouth, on August 18, Lajoie's men boarded the LCT (*landing craft tank*⁴), a landing barge, while the rest of the regiment, after having prepared material and ammunition, was sent to the Lansing Naval School near Newhaven.

In the evening, Lieutenant-Colonel Dollard Ménard addressed his men saying, "Boys, this is it. We land in Dieppe tomorrow."⁵ Shouts of joy echoed. Since the beginning of their training, the men were anxious to get into action. Besides, hadn't General John Hamilton Roberts told them it would be "a piece of cake"⁶? That night, they were served a hearty meal. During the evening, communion and absolution were administered by the regiment chaplain.

At the end of the day, on August 18, 1942, the boat that Yvon Tétreault boarded left England for the beach at Dieppe.

René Tétreault and the Royal Regiment of Canada

René Tétreault, the oldest son of Julien Tétreault and Zéphérina Majeau, was born on August 16, 1908, in L'Épiphanie, Quebec.

At the break of World War II in Europe, René worked as a chauffeur in Toronto. On September 12, 1939, two days after Canada entered the war, he volunteered to serve in the *Royal Regiment of Canada*, a light infantry regiment of the Canadian armed forces based in Toronto. That very day, he passed his physical exam. Strangely, he enlisted under the name of Paul Martin. He inscribed himself as a laborer, a native of Montreal, and claimed his father's name was Albert Martin. Later his military file revealed his true identity. Three of his brothers also subsequently enlisted.⁷

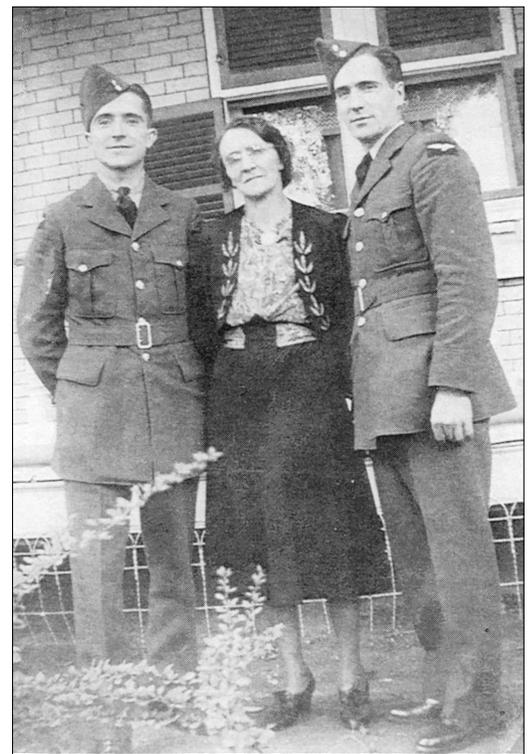
On May 27, 1940, after several months of training in Toronto, the *Royal Regiment of Canada* was moved to the Borden military base, northwest of Toronto. On June 3, the soldiers were advised that overseas deployment was imminent. René and his comrades-in-arms left Ontario on June 8 and arrived in Halifax at 4:00 the next morning. Immediately upon arrival, they boarded the *Empress of Australia* and on June 10, the same day that Italy entered the war, the ship left the port of Halifax for Iceland.⁸

The Royal Regiment of Canada in England

The *SS Empress of Australia* anchored at Reykjavik Harbour at 6:00 p.m. on June 16, 1940. At the end of October, the regiment left Iceland for the United Kingdom.

After being initially deployed to defend the south of England, by mid-May, the soldiers underwent intensive training. They trained at Freshwater, southeast of the Isle of Wight, in view of an eventual landing on the beaches of Normandy.

On August 19, 1943, in the wee hours of the morning, René is one of the 554 members of the *Royal Regiment of Canada* that boarded ships headed for the beach at Puys, 6 km east of Dieppe.

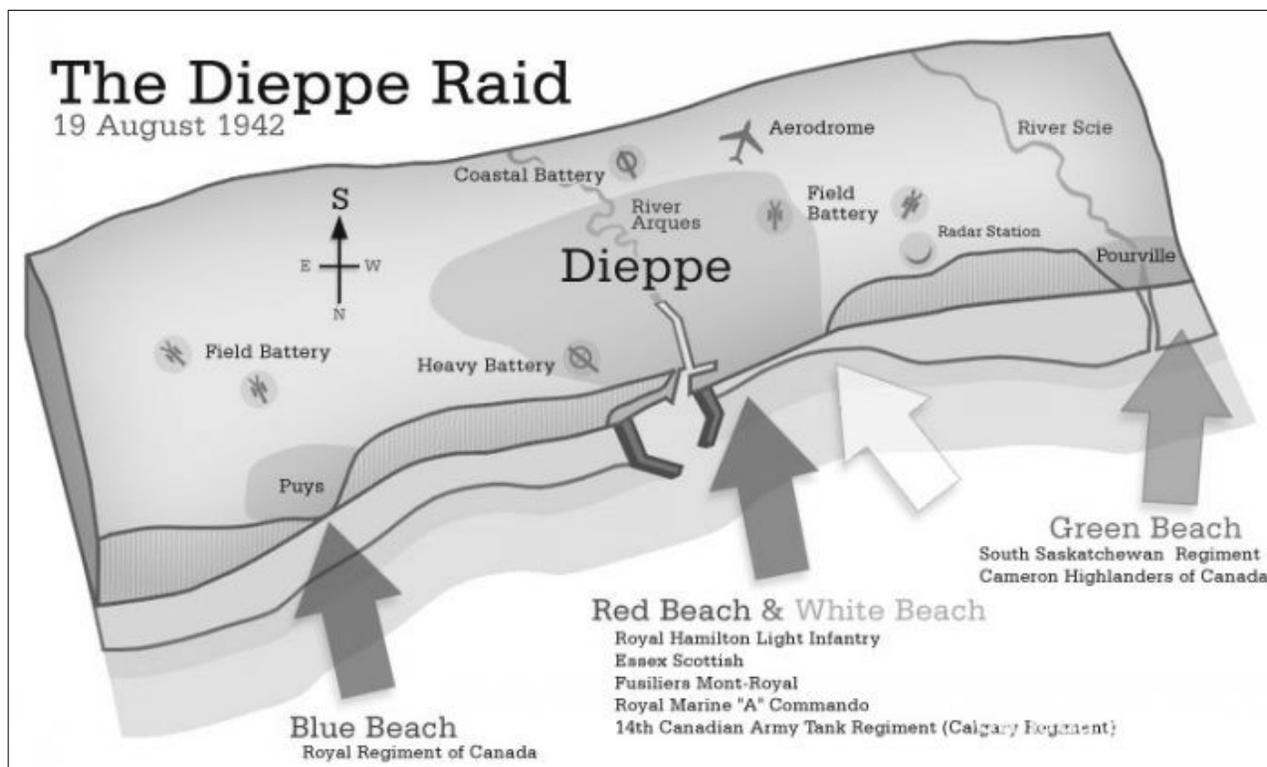


René Tétreault, his mother, and his brother Charles-Édouard. Photo provided by the author.

En Route to Dieppe

At dawn of that fateful day, a convoy of 237 warships, barges, and *landing craft tanks* (LCT) headed for Dieppe. The flotilla transported a total of 6100 men, including 4963 Canadians. It was a calm night on the English Channel. The only sound that could be heard was the hum of the engines.

Operation Jubilee had been launched. Soon, the troops would land on a front stretching for 20 km from Berneval in the east to Varengeville-sur-Mer in the west. The raid would take place in two successive phases: first to neutralize the batteries both east and west of the beach at Dieppe, and then to launch an assault on the beach itself.



(www.ridaventure.ca/index.php?/topic/16313-le-raid-de-dieppe)

The Dieppe raid should not be seen as a landing as such, but rather as a brief incursion. Besides experimenting with new techniques and new equipment, the hope was to obtain information that would serve for an eventual major landing. Once their task was accomplished, the plan was for the men to return to the beach and board their ships to return to England.

The mission of the *Royal Regiment of Canada's* soldiers, among whom was René Tétreault, was to neutralize the artillery and machine guns that protected the beach at Dieppe. The plan was to land on the beach at Puits before dawn so as to take advantage of the elements of surprise and of the dark to engage the enemy in combat.

On board LCT 127, Yvon Tétreault and his companions accompanied a pack of mortars from the *Royal Highland Regiment of Canada (Black Watch)*, a group of the *Royal Canadian Engineers*, men from the *Royal Naval Beach Party*, ten Canadian stretcher-bearers, and two teams of machine gunners from the *Toronto Scottish Regiment*. A *Scout Car (Hector)* and three tanks (*Cheetah, Cat* and *Cougar*) occupied the center of the craft. The crews on these armored vehicles were composed of three groups of the *14th Army Tank Regiment (Calgary Regiment)*.⁹

The mission of the MRF and the engineers of the *Royal Canadian Engineers* was to accompany the tanks and assist in breaking through the sea wall and the barricades in order to enter Dieppe. The men had been specially trained for this purpose. Their task was to create an opening for foot soldiers through mine fields.

Our Canadians in the Hell of Dieppe

Unfortunately, bad decisions made by superior officers, an unexpected confrontation with a German convoy, and a delay due to a navigation error would soon put Operation Jubilee in peril.

The Royal Regiment of Canada on the Beach at Puys

Towards the beach at Puys, a naval engagement brought about when the barges in the eastern sector ran into a small German convoy, resulted in the alerting of the coastal defenses. The heavily armed Germans, well entrenched in their positions, had a firm foothold against the Canadians. As soon as René Tétreault and his comrades-in-arms attempted to leave their barges at dawn, they were met with mortar and machine gun fire. Locked in by a very narrow beach, they had little chance against the enemy.

War correspondent Ross Munro, a passenger on one of the barges, wrote:

The story of this beach soaked in blood at Puys was a nightmare. [...] The roar of the German D.C.A. on the cliff was so deafening that we couldn't hear each other scream. On board, the men with tense faces huddled up. This was their first experience with the din of battle and they were struck with terror at the unexpected outburst of the enemy defenses. Grasping their guns, they waited for the landing ramps to lower. The barge hit the beach, the ramp opened, and the first infantrymen burst forward. They jumped into 50 centimeters of water and were immediately mowed down by a burst of machine gun fire. Bodies piled up on the ramp.

A few men moved haltingly forward up to the beach before collapsing. Bullets were raining into the boat. I was in the back and through the front opening, above the bodies piling up on the ramp, I could see a slope that led up to a stone wall, already strewn over with the dead and wounded. There had to be sixty or more lying there on the green grass and the brown dirt, slaughtered before they could take a shot. A dozen Canadians were running along the cliff towards the wall, some of them wounded, their uniforms bloodied and tattered. Some were shooting as they ran. One after the other, they fell and tumbled along the slope all the way to the sea.¹⁰

August 19, 1942 would go down as the most deadly day of World War II for a Canadian battalion. According to Jacques Teyssier,

The Puys episode is the darkest of all the disastrous operations at Dieppe. The Royal Regiment suffered terrible losses, far more than those of other units that were involved in the raid.¹¹

The Mount Royal Fusiliers and the Red Beach

In Dieppe proper, it was towards the Red Beach in the eastern part of the city that LCT 127 and two other barges were headed, each carrying three tanks. A fifteen minute delay and a landing too far to the west would have serious repercussions on the rest of the operations.

Left momentarily without support, the men of the *Essex Scottish Regiment* who had already landed suffered heavy losses. The well positioned Germans “cleaned” the beach relentlessly, killing our Canadians by the hundreds. This is the context in which Yvon Tétreault and his companions arrived at the Dieppe beach. The plan was for the tanks to land first, followed by the men from the *Royal Canadian Engineers*, the *Mount Royal Fusiliers*, the *Royal Naval Beach Party* and the men of the *Black Watch*.

The tanks and the scout car were unloaded under machine gun and mortar fire. The operation which was supposed to take minutes seemed to take forever. They had forgotten to warm up the tanks, so they stalled on the

ramps. The operation lasted almost fifteen minutes, during which time the men on board the vessel were killed or wounded.

Major Bert Sucharov who commanded a group of engineers aboard LCT 127 described the events in these terms:

Previously, I had told my men to wait for my orders before disembarking. I was at the forward end of the LCT and I had a good view of the beach from my window. Far from slowing down, enemy fire was intensifying. The work of the sappers was partly finished and the tanks were up on the esplanade. The landing would involve moving the beams and the rest of the material to the right. Losses of lives couldn't help but be heavy. I decided to ask the captain to have us land further west. But, at that moment, a projectile landed near the door and severed the chains. The vessel had already backed up a few meters, and the door sank into deep water. We could not raise it back up. I went back to see the captain. He told me that many of the men had been killed or wounded, and two canons and two engines were out of service. The LCT was disabled and could not land again.¹²

After drifting almost 3 km, the survivors were rescued by the *Slazak*, a Polish destroyer, and returned to England.

Strangely, except for the tank crews and the driver of the scout car, it seems that only one man from LCT 127 got on to the beach at Dieppe. It was Lieutenant Yvon Tétreault.¹³ Could he have been on the scout car? We do not know.

Apart from Yvon Tétreault's group, the MRF would not have been able to serve as an assault troop at Dieppe. According to the original plan, they were to stay off shore and were not to land except to cover the re-boarding of soldiers once it came time for them to withdraw. This must have been a reserve operational battalion. However, following a misinterpreted message, the order was given by Colonel Dollard Ménard to dispatch the MRF to support the main attack on the city of Dieppe. At the moment, they believed, wrongly, that the beach had been secured.



The bodies of Canadian soldiers lie in the midst of damaged landing barges and tanks of the Calgary Regiment. (BAC / C-014160)

As the flotilla approached the village, the Germans concentrated their fire on the barges. The MRF endured constant fire from mortars, artillery and machine guns. The 25 small craft were made of wood and had no protection. Jacques Nadeau stated: *Enemy fire got more and more intense and deadly. The boys were falling all around me, wounded or mortally hit.¹⁴*

Lucien Dumais described the spectacle seen by the MRF upon their arrival at the beach around 7:00 a.m.

We caught sight of the dead and wounded that littered the shore. A few of the wounded tried to swim back to the boats. Many shed their blood while turning the water red around them. Several of them, after desperate efforts, lost consciousness and bled out.¹⁵

Immediately upon their arrival at the beach, the troops were decimated. Without having any doubts as to the fate awaiting them, the men were sent directly to the slaughter.

The Re-embarking

At 11:00 a.m., after several hours of combat, the order was given to evacuate. It was low tide and the beaches were exposed. Under German fire, the survivors attempted to return to their vessels while carrying with them many of the wounded. Few were able to make it.

At 1:10 p.m., Major General John Hamilton Roberts, commander of the Second Division, received a message from Brigadier General Southam: *Our troops have surrendered.*

Toll of the Losses

Of the 584 soldiers and officers of the *Mount Royal Fusiliers* who embarked the night before in Newhaven, only 125 returned to England by the end of the day, including those on LCT 127 who had never landed. Of this number, 50 were wounded. No fewer than 105 men were killed and 354 were made prisoners on the beach at Dieppe.¹⁶

On the beach at Puys, 207 soldiers and officers of the *Royal Regiment of Canada* were killed while 282 others were taken prisoner. Only 65 combatants from this regiment returned to the United Kingdom after the operation. Among the survivors were many wounded.¹⁷

Adding up all the units involved, the Dieppe raid took 907 Canadian lives.

René Tétreault, a Soldier Sacrificed

Like many of his comrades-in-arms, René Tétreault probably never reached the beach at Puys. His body floated in the water and was transported by the currents of the North Sea down to the Isles of Friesland in Holland where he was fished out on October 18. The corpses of numerous other soldiers who died in the Dieppe raid were found on the beaches near Calais.

René Tétreault was buried on October 20, 1942, with aviators of the *Royal Air Force* in West Terschelling in the *Terschelling General Cemetery*. Terschelling is one of the Friesland Islands on the north coast of the Netherlands. René is the only infantry soldier in that cemetery. Next to him rest British, Australian, and New Zealander aviators as well as a few from the *Royal Canadian Air Force*.¹⁸



Tombstone of René Tétreault at Terschelling General Cemetery (<http://www.longway-terschelling.nl/graven/g073.html>)

Yvon Tétreault, MIA

What happened to Yvon Tétreault? On August 23, 1942, his parents received the following telegram:

*Sincerely regret to inform you that Lieutenant Joseph Gaston Yvon Tétreault is officially missing in action stop more details to follow upon reception.*¹⁹

On September 16, 1942, almost a month after the Dieppe raid, the *Globe and Mail* published a list of the soldiers who disappeared during Operation Jubilee. This list included the name of Lieutenant Yvon Tétreault, domicile at 650 Stuart Street, Outremont, currently a suburb of Montreal. As of that date, 2547 soldiers were MIA. On September 24, the same newspaper published a list of nine men previously considered missing in action but instead were prisoners of war. The name of Yvon Tétreault was on that second list.

Under what circumstances was Lieutenant Tétreault taken prisoner? All we know is that during the evacuation,

CLASS OF SERVICE	
Full Rate	<input type="checkbox"/>
Day Letter	<input checked="" type="checkbox"/>
Night Message	<input type="checkbox"/>
Night Letter	<input type="checkbox"/>
Evening and Sunday Messages	<input type="checkbox"/>

Please mark an X opposite the class of service desired.

CANADIAN PACIFIC TELEGRAPHS

World Wide  Communications

W.D. NEIL, GENERAL MANAGER OF COMMUNICATIONS, MONTREAL

CHECK

TIME FILED

OTTAWA DECEMBER 18 1942

MR JOSEPH LOUIS ARTHUR TETREAU
650 STUART AVENUE OUTREMONT QUEBEC

12321 LIEUTENANT JOSEPH GASTON YVON TETREAU NOW REPORTED BY GERMAN
OFFICIAL LIST PRISONER OF WAR AT CAMP OFLAG 7B GERMANY STOP PRISONER OF WAR
NUMBER 4100 FURTHER INFORMATION FOLLOWS WHEN RECEIVED

Officer i/c Records

PREPAID
(W.E.L. Coleman), Lt.-Col.,
(Cas.)

40

000287

*Télégraphe du Canadian Pacific
(BAC A-2016-10080/LR)*

around 11:30 in the morning, the boat he was in was sunk and that he had to wait over six hours, wounded and holding on to a large beam before he was rescued.²⁰

The Early days of Captivity

In the afternoon, the large number of prisoners, gathered on the esplanade next to the sea, were sent to the hospital to receive first aid. Next, the group was divided in two: enlisted men on one side and officers on the other. Then, escorted by German guards, the soldiers were sent on a long march to Envermeu, 17 km southeast of Dieppe. They arrived at the end of the afternoon, famished and exhausted. The officers were sent to the same location, but by truck rather than on foot.

The Canadian officers, about 60 of them, spent their first night as captives in the church at Envermeu while the enlisted men were sent to a factory in the next town of Saint-Nicolas-



*Canadian soldiers captured at the Dieppe raid.
(BAC PA-200058)*

d'Aliermont. The next day, all the prisoners were sent by train to an old French army camp at Verneuil, near Paris. They would remain there for about ten days.

Having been rescued by the Germans, Yvon Tétreault was initially sent to the hospital in Rouen for treatment of his wounded right leg. No less than 30 prisoners were jammed into a delivery truck along with him. The conditions in which these men traveled were so deplorable that close to a dozen of them died during the night.

Two days later, Lieutenant Tétreault joined the ranks of some 2000 Canadian prisoners in Verneuil.²¹ In his reports, Captain Conrad Camaraire mentioned on August 24, that Yvon Tétreault was at Verneuil at the camp hospital. At that hospital,²² six days after the raid, some shrapnel was removed from his right thigh. In this hastily erected camp, Corporal G. Giguère described how food was practically non-existent: *a cup of coffee in the morning, a very small bowl of very clear soup and three potatoes at lunch, and in the evening, one-seventh of a four-pound black bread.*²³

On September 1, after a long and painful trip by train, the officers, including Yvon Tétreault, arrived at camp Oflag VIIB at Eichstätt in Bavaria. This was a prison camp for Commonwealth officers. It was the beginning of a long Calvary for these men who never stopped dreaming of freedom along the course of the three following years.

The day after arriving at the camp, Yvon Tétreault (prisoner no. 4100) was sent to a hospital in Freising, about 40 km from Berlin. He was bed-ridden there until the following December 6. He was then returned to Eichstätt.²⁴

Camp Life at Oflag VIIB in Eichstätt

Soon after the Canadian officers arrived at Oflag VIIB, a document was discovered that contained orders to truss up German war prisoners, and, in addition, the bodies of two German soldiers were found with their hands tied. This had dire consequences on the conditions under which Yvon Tétreault and his companions were kept. Under the Geneva Convention, it was forbidden to bind prisoners of war. As a reprisal, the Canadian prisoners were bound from 8:00 a.m. to 8:00 p.m., at first with handcuffs, and later with chains. They were handcuffed for four months and then chained for nine months. Even though he was hospitalized in the fall of 1942, Yvon Tétreault did not escape this treatment. He endured handcuffs and chains for 408 days.

As the months passed, life in the camp became more organized. Lacking nourishment, the prisoners all lost weight during the first two months of their captivity. Then, conditions stabilized. Thanks to parcels from the Red Cross, they managed to survive. They organized in small groups to share food. In the officers' camp, their meeting places were called "mess." Yvon Tétreault's group comprised of six men: four French-Canadians, one English-Canadian, and an Irishman. In his account, Roland Gravel tells us that in his group, it was Yvon Tétreault who took care of preparing the meals from what was received in the Red Cross parcels.²⁵ After their liberation, all the prisoners affirmed that they would not have survived without the Red Cross packages if left only with the rations offered by the Germans.

To overcome boredom, the officers staged some theater, organized a small band with instruments sent by the Canadian Red Cross, and set up softball teams. Some used the time to study a foreign language. They used all means available to survive the boredom until the day they would be freed. As luck would have it, a small radio, brought in clandestinely, allowed the officers to keep up with the news.

A time of great joy for the prisoners was the arrival of mail. Aware of how precious mail was to the captives, the Germans did not hesitate to withhold it for days. Although they were not generally mistreated by their jailors, the officers in Oflag VIIB were often the object of mean tricks on the part of the Germans.

The "Death March"

On April 15, 1945, as the Allies were approaching, the camp authorities set about to move the prisoners to camp Stalag VIIA in Moosburg, about 50 km from Munich. At first, the move took place during the day. The men had only covered a few kilometers when pilots from the *Royal Air Force*, thinking they had spotted enemy lines, strafed the columns of prisoners. The commander then agreed to move during the night and to cram the prisoners on farms

during the day. This was a particularly difficult march for the men. They were short of food and medicine. Their clothes were in terrible condition as well as the places where they were lodged. Weakened and famished, Yvon Tétréault and his companions covered over 80 km on foot.

Eight days after their departure from Eichstätt, they finally arrived at Moosburg where, according to Roland Gravel, the camp situation was *a damned big free for all*.²⁶ This is no surprise if we consider that over 80,000 prisoners were packed in there at the end of the war. Rations, already insufficient, were further reduced.

Liberation

At the end of April, the Third Division of the U.S. Army under General George Paton arrived near Moosburg. In order to obtain permission to evacuate the camp, the Germans sent a delegation of officers and members of the Red Cross to meet the General on April 28. When asked, *do you want to move or stay put*, the prisoners' representative unequivocally responded, *We stay put, you attack. We stay, we don't want to move again*. A terse message was then sent to the Germans: *Tomorrow morning, I will attack at seven o'clock*.²⁷



Liberation of Salag VIIA, Moosburg, Germany; Red Cross parcels given to the men.
(<http://media.iwm.org.uk/iwm/mediaLib/48/media-48201/large.jpg>)

As announced, the next morning, after many shells had been lobbed over the camp, the prisoners finally saw American tanks that came to liberate them. For them, this was the end of the war.

The next day, Hitler took his own life, and on May 8, Germany capitulated.

On May 11, 1945, Yvon Tétréault arrived in England. He was sent to the Canadian General Hospital No. 4 at Aldershot until May 14. On June 12, he boarded the *Île de France*,²⁸ destination Halifax, and, on June 21, four and a half years after leaving Canada, he finally returned to his country. No fewer than 6000 Canadian soldiers experienced the joy of returning to Canada on board that ship.

Life returns to Normal

On September 15, 1945, the same year as his return to Canada, Yvon Tétréault was promoted to Captain.²⁹ On May 14, 1947, he married Louise Pinsonneault in Westmount.³⁰ He returned to civilian life three months later and became an influential businessman in Laval-sur-le-Lac, now a part of Laval. He died in Montreal on May 25, 1992.

In 1954, having been on disability for a certain period of time after his liberation, Yvon Tétréault received compensation for his service. Also, because he had been a prisoner of war for 985 days, because he had been chained for 120 days, because he had been transported in a box car, and because he had been in a "death march" after a time of severe malnutrition, the sequestration bureau gave Yvon Tétréault an indemnity of \$333.40. In 1958, an additional amount of \$166.70 was given him.³¹

We remember their Sacrifice

On August 19, 1942, as was the case for close to 5000 Canadians, René and Yvon Tétréault lived through horrors in Normandy. René gave his life, while for Yvon, it was the beginning of a long and painful nightmare.

More than 75 years have passed since that sad day. And yet, we only need to go to the Dieppe region to realize how the history of this raid is still etched in the collective memory. Many commemorative monuments have been erected in homage to the hundreds of men who shed their blood. Every year, on August 19, many ceremonies commemorate the anniversary of the raid. In Dieppe, the city has even created a park, the *Square Canada*, at the west end of the esplanade. Since 2002, we can visit the August 19 Memorial, a museum dedicated to the Dieppe raid. Without a doubt, the French remember.

Available Military Files

As to the Second World War, contrary to popular opinion, it is not only the files of dead soldiers that are accessible at the Bibliothèque et Archives (Library and Archives) Canada (BAC). Once a soldier has been dead for more than 20 years, only a proof of death is required to get a digitized copy of his dossier, except for a few confidential documents. If he has been dead for less than 20 years, a member of the immediate family (parent, spouse, child, brother, sister, grandchild) can request a copy of the file. They only need to provide a proof of death³² and a proof of the family connection.³³ As an example, Yvon Tétreault's file contains 432 pages!



Canada Square in Dieppe (Association Jubilee and P. Diologent)

In conclusion, as regards soldiers who died during their service in war, even though the most pertinent files have been digitized and are accessible on *Ancestry.ca*, we must note that the majority of these files have not been digitized, but can be consulted at the Bibliothèque et Archives Canada.³⁴

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Notes

1. "Magnifique effort militaire de l'Université de Montréal", *L'Action universitaire*, vol.9, no 3, nov. 1942, p. 14-15
2. Comité historique – Les Fusiliers Mont-Royal. *Cent ans d'histoire d'un régiment canadien-français : Les Fusiliers Mont-Royal (1869-1969)*, Montréal, Éditions du Jour, 1971, p. 115.
3. *Ibid.*, p. 131.
4. *Landing craft tank (LCT)*: 49 m long and 9.5 m wide, it can transport 3 40 ton tanks and one *scout car* at an average speed of 10 knots. It is not shielded and is armed with two rapid fire « pom-pom » type canons. Crew : 12 men. <http://delamarejean.free.fr>. Consulted in February 2017.
5. VENNAT, Pierre. *Nunquam Retrorsum (Ne jamais reculer) Histoire des Fusiliers Mont-Royal 1869-2009*, p. 105, www.lesfusiliersmont-royal.com. Consulted in January, 2017.
6. Until his death, each August 19. General Roberts received, from an anonymous survivor, a little box containing a piece of cake... DE SAINT-ANGEL, Éric. *Dieppe 19 août 1942: du sang sur les galets*, 2012, <http://teleobs.nouvelobs.com>. Consulted in March, 2017

7. Bibliothèque et Archives Canada, BAC. Dossier militaire de René Tétreault, RG24, vol. 26575. Dossier partially digitized on Ancestry.ca, www.ancestry.ca.
8. GOODSPEED, Donald James. *Battle royal : A history of the Royal Regiment of Canada 1862-1962*, Toronto, The Royal Regiment of Canada Association, p. 364-367.
9. BUCOURT, Nicholas and others. *Raid de Dieppe, August 19, 1942: Berneval, Pourville, Puys, Varengeville, Bayeux*, éditions Heimdal, 2012, p. 215.
10. GAGNÉ, Maxime. *Le Canada et la guerre*, www.vrub.com. Consulted in February, 2017.
11. TEYSSIER, Jacques. *Le 19 août 1942... s'appelle Dieppe*, www.aufreq.ca. Consulted in January, 2017.
12. ROBERTSON, Terence. *Dieppe : journée de honte, journée de gloire*, Paris, Presses de la Cité, 1963, p. 282-283.
13. VENNAT. *Op. cit.*, p. 112.
14. BUCOURT. *Op. cit.*, p.225
15. *Ibid.*
16. STACEY, Charles Perry. *L'Histoire officielle de la participation de l'armée canadienne à la Seconde Guerre mondiale*, vol. 1, *Six années de guerre : L'armée au Canada, en Grande-Bretagne et dans le Pacifique*, Ottawa, Imprimeur de la Reine, 1960, p.404. BAC. Dossier militaire de René Tétreault, *op.cit.*
17. *Ibid.*
18. BAC. Dossier militaire de René Tétreault, *op.cit.*
19. BAC. Dossier militaire d'Yvon Tétreault, A-2016-10080. RAWLING, Bill. *Dieppe 1942 : La catastrophe*, Outremont, Éditions Athéna, 2013, p. 311.
20. VENNAT, Pierre. *Dieppe n'aurait pas dû avoir lieu*, Montréal, Éditions du Méridien 1991, p. 188.
21. BAC. Bureau du séquestre des biens ennemis – *Déclarations de maltraitance de prisonniers de guerre* (PG), RG 117, Séries D-2, volume 404
22. RAWLING, Bill. *Dieppe 1942 : La catastrophe*, Outremont, Éditions Athéna, 2013, p. 311.
23. RANSOM, Guy. « Les hommes de Dieppe sont là », *La Grenade*, vol. 2, no 7, décembre 1953, p. 6.
24. BAC. Bureau du séquestre des biens ennemis, *op. cit.*
25. LEDUC, Simon, *L'expérience de captivité des prisonniers de guerre canadiens-français en Allemagne pendant la Seconde Guerre Mondiale*, mémoire présenté à l'Université du Québec à Trois-Rivières, 2015, p. 97, <http://depot-e.uqtr.ca>. Consulted in February, 2017.
26. LEDUC. *Op. cit.*, p. 197.
27. *Le projet Mémoire, Témoignage d'anciens combattants : Roland Rolly Gravel*, www.leprojetmemoire.com. Consulted in January, 2017.
28. From 1941 to 1946, the *Île de France* transported over 300,000 soldiers, an action for which it was decorated with the *croix de guerre*.
29. BAC. Dossier militaire d'Yvon Tétreault, *op. cit.*
30. They would have two children, Jean and Lise.
31. BAC, Bureau du séquestre des biens ennemis, *op. cit.*
32. Death certificate, newspaper obituary, death notice, or photo of tombstone.
33. Death notice, baptism certificate, marriage certificate, birth certificate indicating the names of the parents.
34. The documents must be reserved at least 5 working days before a visit to the Bibliothèque et Archives Canada (Library and Archives Canada)