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Critics contend it will set a precedent, allowing other Canadians who fought in foreign wars to ask for similar tributes.

"It's a cup-out," Marshall said. "They've got to remember what they're talking about are other battles where there were a few people in it. This was a massive war."

Marshall has made pleas to the Senate and House of Commons to unite and provide a piece of land, preferably in Ottawa. He's hopeful.

But it underscores a prevailing ambivalence Canadians have toward the Vietnam War. Officially, Canada was neutral.

Yet up to 40,000 Canadians served U.S. forces during the conflict. Canadians living in the United States at the time were drafted.

Others volunteered, doing what generations of Canadians had done before in fighting for their southern neighbor.

Canadian involvement on the American battlefields dates back to the Civil War. Some 54 Canadians have received the Medal of Honor, including two Vietnam vets.

Likewise, anxious Americans have joined Canadian forces, most notably in 1939 before the United States entered World War II.

Other factors tie Canada, though neutral, to the Vietnam War.

Agent Orange was manufactured in Canada. U.S. forces used western Canada to practice carpet bombings, and Canadian firms sold \$2.5 million in war material to the United States, according to House of Commons and Senate testimony.

Johnson notes a few other ironies.

The Canadian government dedicated a monument in Arlington Cemetery to Americans who fought in World Wars I and II and Korea. He also notes Canada

welcomed those Americans who evaded the war, yet has been reluctant to honor their own who fought and died.

"The Canadian government didn't recognize them," Johnson said. "They treated them like mercenaries. A lot of them were treated so bad, they just left."

Johnson heard about the plight of Canadian Vietnam vets in the late 1980s. The Canadian Vietnam Veterans Welcome Home Committee, which became the Michigan Association of Concerned Veterans, sponsored an event at the Michigan State Fair in 1989, honoring Canadian vets.

Johnson, who works as a social worker at New Horizons, a vocational rehabilitation shop, has become one of the group's most vocal spokesmen.

He's been interviewed by several Canadian and U.S. newspapers and was a guest on a Canadian Broadcasting Corp. TV show.

"He's as professional as anyone can imagine," said Marshall, a Canadian World War II veteran. "I know it's because of dedication to his fellow man. There's no comradeship like the comradeship that's built up in battle and hardship."

"He exudes that, and he's ev-

erything a veteran should be."

Johnson served in the 9th Infantry Division in Vietnam during 1969-70. Gidner was in the 3rd Marine Division 1st Radio Battalion.

Gidner mentions the Marine code of not leaving anyone behind. Both said Canadians who died in Vietnam won't be home until they're recognized in their own country.

As for the dedication, if and when it takes place, Johnson said he may not attend.

"By then, our job is done," he said. "We took them home."

Roads from page 1A

approximately \$750,000 in road repairs will be needed," he added.

This will provide a plan that will provide that all roads and streets in the city would be maintained and receive improvements over the next 20 years.

In determining what repairs

would be needed to maintain these streets, a review of 137 streets or street segments was conducted.

Grand River Avenue, Orchard Lake Road and Farmington Road south of Grand River were not included in road estimates.

Orchard Lake Road and Farmington Road are both county roads. Orchard Lake Road was recently reconstructed and should require no major repairs over the next 20 years, Lauffoff said.

Farmington Road will require widening and surface overlay which will be funded through a contribution from the General Fund. Grand River Avenue is maintained by the Michigan De-

partment of Transportation, Lauffoff said.

Phase I will be completed in the next one to five years, Phase II in the next 5-15 years and Phase III over the next 15-20 years.

All streets were evaluated to determine whether they would be replaced or repaired with concrete or bituminous asphalt.

A finance plan was constructed using 1994 dollars with no attempt made to estimate inflation or inflationary construction costs over 20 years.

"It is assumed that normal increases in city SEV should be sufficient to offset inflationary rises in costs," Lauffoff said. "The

finance plan requires a general tax levy of 1.60 mills allowing for a combination of an initial sale of Act 51 highway bonds and the establishment of an emergency repair fund."

From the revenues generated by the millage levy, a bond payment would be made for the first 10 years of the program. All excess revenue would be directed to road construction.

Except for the bond payment, road repairs would be done on a pay-as-required basis which would permit monies that normally go to pay interest on borrowed money to go into actual road construction. At the end of the bond repayment schedule,

that amount of money would go into actual road repairs.

The plan will allow about \$900,000 worth of repairs to be completed within the first two years of the plan.

The millage would generate about \$3 million over the 20-year period at 1994 SEV levels.

"This plan would eliminate the need for special assessments for road repairs," Lauffoff said. "Special assessment policies would remain for sidewalks and other public improvements where permitted by city charter."

Added councilman William Hartsock: "If you're facing the replacement of your streets, you'd be paying hundreds more."

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