



### Cookie cutter treats

Various shapes make for more than just the same old baked dough. **TASTE, F1**



### The legacy of 1607

Wil LaVeist explores the Native American side of the Jamestown 2007 commemoration. **LOCAL NEWS, C1**

WEDNESDAY  
DECEMBER 14, 2005



38°/32° WEATHER, C14

# Daily Press

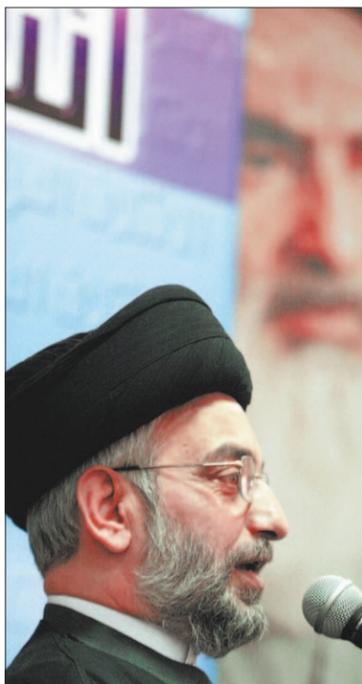
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## Invisible elections

### IRAQI CANDIDATES MUST BE GUARDED WHILE CAMPAIGNING



**POLITICIANS:** Abdul-Aziz al-Hakim is head of an Iraqi Shiite party. AP PHOTO



**VOTERS:** A girl's mother gets the ubiquitous purple stain indicating that she has voted. AFP/GETTY IMAGES PHOTO



**EXPATRIATES:** Iraqis around the world, such as in Copenhagen, Denmark, placed their votes. AP PHOTO

#### An Iraqi National Party candidate chases death threats and mortar bombs to get votes.

BY PAUL SALOPEK/CHICAGO TRIBUNE  
**BASRA, IRAQ** — Majid al-Sari, a candidate in Iraq's national elections, spotted a funeral crowd beside the road and ordered his convoy to a halt. His advance team spilled out

of two pickup trucks — not political aides in gold tie clips, but two squads of machine-gun-carrying soldiers masked with black balaclavas. The troops fanned out to form a combat perimeter on the street corner. Al-Sari sprang out of his car. He shook hands and

clapped backs furiously, trying to feel the prospective voters' pain. Then he vanished before the mourners fully realized what had hit them — the novelty of a flesh-and-blood candidate. "Five minutes," al-Sari declared with satisfaction, polishing an automatic pistol in the passenger seat of his car while a lead vehicle bristling with rifles and a rocket launcher cleared the

road ahead. "You have to be fast. It's unsafe to stay any longer in one place." This is life on the Iraq campaign trail 2005. Terrorized by death threats from Sunni-led insurgents in the center of the country, and intimidated by violent Shiite militias bent on imposing theocracy in the



**AL-SARI** is a candidate in Iraq. Please see **IRAQI CANDIDATE/A5**

## Drivers may face more toll roads

Many state lawmakers don't want to raise the gas tax. Adding more tolls offers an alternative way to finance transportation improvements.

BY HUGH LESSIG  
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**RICHMOND** — With a few notable exceptions, Virginia drivers have come to expect free admission to their roads and highways.

But an increased reliance on tolls must be part of the debate when the General Assembly convenes next month to take up transportation, three leading House Republicans said Tuesday.

**KAINE** Secretary of Transportation Pierce Homer, who shared a panel with the lawmakers, said Virginia has found itself at a financial crossroads.

"We're looking at a very significant policy shift in how we get from Point A to Point B," he said.

The panel capped a day of speeches and discussion with reporters and editors at the annual AP Day at the Capital, an event put on by the Virginia Associated Press Managing Editors and the Society of Professional Journalists.

Also appearing was Gov.-elect Tim Kaine, who could be willing to consider new sources of cash for transportation in 2006.

Kaine campaigned on the need for a

Please see **TIM KAINE/A4**

## Detainees say torture killed 2 prisoners

Iraqi officials say the pair died of natural causes. The U.S. ambassador says Iraqi guards are accused of abusing at least 120 prisoners.

BY BORZOU DARAGAH AND LOUISE ROUG  
LOS ANGELES TIMES

**BAGHDAD, IRAQ** — Two detainees may have been tortured to death at the hands of Iraqi security forces, the head of a commission investigating allegations of abuse at Iraqi jails said

Tuesday. But the precise cause of their deaths is unclear, said Iraqi Deputy Prime Minister Rosh Shawais, who is heading the investigation. Detainees told investigators that the two alleged victims were tortured or starved to death; prison officials

say they died of natural causes. In all, U.S. Ambassador Zalmay Khalilzad said Tuesday, at least 120 prisoners have allegedly been abused at the hands of Iraqi security forces, more than previously disclosed by the

Please see **IRAQI TORTURE/A5**

**INSIDE** ■ IRAQI EXPATRIATES IN U.S. TRAVEL HUNDREDS OF MILES TO VOTE. **A4** ■ IRAQ WAR MARKS 1,000 DAYS. **A4**

## Latest 'King Kong' creates nostalgic effect for some locals

Fans of the original film say the new beast can never roar and ripple quite like the 1933 ape.

BY MIKE HOLTZCLAW  
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Bill Roob searches his mind for several seconds, trying to find the right word to describe what it was like to watch "King Kong" for the first time.

Finally, he settles on one. "It was humongous," Roob says. Roob is 79 years old, but it's

appropriate that the Yorktown resident would choose a childlike word. After all, he was barely 6 years old when he saw the great ape on the big screen in 1933. The latest version of "King Kong" arrives in movie theaters today — a \$200 million special effects epic surrounded by the hype of a critically acclaimed blockbuster that some think will be the biggest box office draw since "Titanic."

The new version, directed by Oscar winner Peter Jackson as a homage to his favorite film of all time, has cast a renewed spotlight on the original. A remastered collector's edition of the 1933 original



**ROOB**

is one of the best-selling DVD boxed sets this Christmas season. And it has brought back memories for older movie fans who saw the original "King Kong" in theaters as children. They say that the generations who have grown up on "Star

Please see **1933 'KONG'/A6**

**IN LIFE** ■ "Kong" review; local ties **D1, D2**



The original "King Kong." PHOTO COURTESY OF WARNER BROS.

## Panel votes to seek port officials' pay

A special committee of the Virginia Port Authority recommends that the top three terminal salaries be made public.

BY PETER DUJARDIN  
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**NORFOLK** — A Virginia Port Authority special panel voted Tuesday to recommend that a state-created port operating company publicly reveal the compensation of its three highest-paid officers.

The move would require Virginia International Terminals, or VIT, to provide the list of its top officers when it submits its annual budget each spring — bringing to light the salary levels that have been secret for 24 years.

"There are good public-policy reasons to make as much information public as we reasonably can," said John G. Milliken, chairman of the VPA's 12-member board. "That's the nature of the democracy in which we operate."

The recommendation must be approved by the full VPA board early next year before it can take effect. It falls short

Please see **PORT SALARIES/A8**

### INSIDE/PEOPLE

#### 'Brokeback' at top of Golden Globes

The movie gets seven nominations. Keira Knightley, right, is up for best actress in "Pride and Prejudice." **A2**



### NATION

#### Marshals to patrol public transit

Officers will go undercover at bus and train stations, on ferries and at other sites. **A11**

### INDEX

Advice ..... **D7**  
Comics ..... **D6**  
Editorials ..... **A18**  
Money & Work ..... **C9**  
Movies ..... **D3**  
Obituaries ..... **C6**  
Sports ..... **B1**

### COMING/TOMORROW

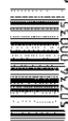
#### Know your Bill of Rights

A series examines the foundation of U.S. liberty. **Opinion**

### COMING/SUNDAY

#### The high cost of being poor

Daily Press begins a series on poverty and the people affected. **A1**



► PORT SALARIES Continued from A1

# One panel member says she's against pay disclosure

of the state requirement that all annual salaries above \$10,000 be public. It also falls short of the standard for publicly traded companies and most nonreligious non-profit organizations of disclosing pay for the top five officials.

VIT receives federal and state tax exemptions designed for state organizations that provide essential governmental functions. But the panel reiterated the long-standing view held by port officials that VIT was a private company, contending that court cases backed it up on that point.

The Virginia Port Authority board created the special panel to look into the issue after a Daily Press investigation this year revealed that the Port Authority's board — which approves Virginia International Terminals' budget annually — didn't know the salaries of top VIT officials. VPA's executive director — J. Robert Bray, a permanent member of the VIT board — said he didn't know

the salaries, either.

VIT operates three state terminals in Hampton Roads: Norfolk International Terminals, Portsmouth Marine Terminal and Newport News Marine Terminal. Created by Port Authority resolution in 1981, VIT earns its money from fees charged to shipping lines and turns its net profits over to the port authority.

The special panel voted 4-0 to accept its final report, which includes the salary recommendation. Members Josh Darden and Regina Brayboy were absent.

Three members voted to approve the report without dissent: Milliken, a Washington lawyer; Mark B. Goodwin, senior vice president and general counsel at Overnite Transportation, a Richmond trucking firm; and Conway Sheild, a Newport News lawyer.

One member — Deborah Stearns, the top local official at Advantis Real Estate Services Co. — voted to approve the report,



Virginia International Terminals operates Newport News Marine Terminal. PHOTO BY KENNETH SILVER/DAILY PRESS

which was broader than the salary issue. But she said she was against revealing any salaries.

Disclosing them, she said, would "blur the line" that separates public from private. "There's no compelling reason to risk going out in a new area," she said.

Stearns' company is the leasing agent on prime real estate that Virginia International Terminals rents in downtown Norfolk, which a University of Virginia ethics professor termed a conflict of interest when she was named to the special panel. When appointed, however, Stearns vowed

to decide the issue fairly.

Joseph A. Dorto, VIT's general manager, has said union workers and shipping lines would use the information about his and other top officials' salaries to get better concessions from VIT.

But Milliken, Goodwin and Sheild held the view — which

they noted was backed by a port-hired consultant, William L. Ralph — that VIT wouldn't be hurt competitively by revealing the top salaries. They said doing so wouldn't "imperil the private status" that they asserted VIT held.

"I think we all understand the importance of VIT to the economic engine that is the Port of Virginia," Goodwin said. But, he said, "this private company is owned by the state of Virginia, and it's important to make sure it's acting appropriately."

Later on Tuesday, an executive committee of the VPA board didn't vote on the full report, as it had expected, because it was split evenly on the issue.

William Grace, president of a Newport News cleaning company, agreed with Stearns that VIT's salary secrecy should be maintained. So the full VPA board will take up the matter early next year. ■

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