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WEATHER Scattered storms, 84/70°, D22
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The other Pettys
Kin of the racing clan build fast engines
SPORTS, D1



The Atlanta Journal-Constitution

SUNDAY

CD wars
Downloading fans take on the music industry
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Marriage & money: Till debt do we part
BUSINESS, Q8

From Dalton to Valdosta, 355-mile swath of road reinvented how we live

Georgia's main street



In contrast to rural stretches in South Georgia, I-75 is flanked by illuminated landmarks that make up Atlanta's skyline as the Downtown Connector — the marriage of I-85 and I-75 — goes through the heart of the city. I-75 is America's third-busiest highway.

By JIM AUCHINCUTEY
jauchincutey@ajc.com

Twisty five years ago this summer, vacationers were able to do something they could never do before: drive America from top to bottom on a superhighway.

I-75, the first interstate completed from bowler to bowler, had opened the previous December with a barbecue and ribbon-cutting hoo-ha in Cobb County. The only gap between the Great Lakes and the Gulf of Mexico had been 16 miles north of Atlanta. When the missing link was finally joined, Gov. George Bushby pronounced it "the most historic day in the history of transportation for our state" and a group of Marietta boosters heralded the occasion by commissioning a song: "The Ballad of Interstate 75."

It may have been the last time anyone has tried to summon poetry for the hard-working road that has become Georgia's main street.

It's hard to have a limited access highway. Writers don't hit the interstates to search for the soul of America. Drivers don't get their kicks from them the way they do from the meandering Route 66. Like plumbline interstates usually come to mind only where a part is clogged or under repair.

Yet the vast network of autohighways begun under President Dwight D. Eisenhower in 1956 has irrevocably altered America's sense of time and distance, making it possible, as Walt Whitman imagined, to "inhale great draughts of space." Without interstates, far-flung suburbs, regional shopping malls and quick road trips to Disney World would scarcely be possible.

In Georgia, the most important interstate — the first, the longest, the busiest — has always been I-75. It is to this state what the Mississippi River is to the heartland.

"We'd be in an awful mess without that."

▶ Please see INTERSTATE, A12

U.S. lets Saddam sons be buried

By DEKTER FALKUS
New York Times

Al-Aqsa, Iraq — The brothers Hussein were buried on Sunday here in their hometown 11 days after they were killed by U.S. soldiers, at a funeral that was highlighted by an outpouring of nostalgia for their fighting father and of angry calls to rid the country of U.S. occupiers.

More than 100 members of Saddam Hussein's family gathered in a packed cemetery and laid the bodies of Oudai and Qusai side by side, and then, to conclude an emotional ceremony, buried a third relative killed in the U.S. raid, Qusai's 14-year-old son, Mustafa.

The mourners, many of whom thrived under Saddam's rule, asked God to punish the U.S. soldiers who had killed a foreign invader and dropped each grave with an Iraqi flag.

"Oh God, welcome Oudai and Qusai as martyrs on the day of judgment," a man in a crowd said, as the bodies of each were lowered into the ground. "Give them a soft place to rest in the earth, open

▶ Please see IRAQ, A14

For GIs, wives, next conflict may be at home

By MOON BABU
moonbabu@ajc.com

Hinesville — Christina Waterhouse is thrilled that she can relinquish some of her household chores to her husband when he returns from Kuwait this coming week.

But after being in charge, it won't be easy for Waterhouse to go back to being just mommy again to their two daughters, Megan, 5, and Becca, 9.

"It's going to be weird. Ten months is a long, long time," she said. "I tried to keep things as close to what they were, but it's going to take us awhile to transition back to our normal roles."

During the war, Sgt. 1st Class Brent Waterhouse was an M1A1 Abrams tank commander with Tank Force 1-04's Charlie Company. The unit, which is part of the 3rd Infantry Division's 2nd Brigade Combat Team, led the charge on Baghdad and saw some of the heaviest fighting in Iraq.

Now, as Charlie Company's soldiers prepare to head home, their wives are frantically preparing

▶ Please see WWES, A14

Grace Spires sells peaches from an abandoned service station in Arabi, in the South Georgia countryside.



TRAVEL, M1
▶ King Frog and the Big Peanut are just two of the designs along I-75.

ON AJC.COM: Photo gallery and forum on living and driving along I-75

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Lawyer fights sex abuse with vengeance

Kentuckian wins \$257 million settlement from the Catholic Church.

By DREW ZUBERA
dzubera@ajc.com

Louisville, Ky. — The packed courtroom was like some tragic class reunion: mostly middle-aged men and women from every walk of life — doctor, soccer mom,

postal carrier — who had been sexually abused as kids by Catholic priests or teachers here.

There were men who had been assaulted as altar boys and a woman who had been raped as her Communion class.

At one school during the '60s, the boys developed a "buddy system" so they would never be left alone with one particular priest, who has been named in more than 90 abuse cases. Mike Clark, now 53,

lost track of his sixth-grade partner one day in the church basement. He recalled, "When I turned around and saw that Chestnut cat grin on the priest's face, I know I was my own."

They were in Jefferson County Circuit Court last week for a hearing to enter their final, 100-page record opinion of the \$257 million that the Archdiocese of Louisville last summer agreed to pay 243 victims — the second-largest such

sex abuse settlement over in the United States.

"It has worn me to a frazzle," William McKinney, the lawyer who represented 214 of the victims and negotiated the class-action settlement, said later. "Listening to grown men cry and tell their story over and over again — it's been the hardest undertaking of my life."

▶ Please see SEX ABUSE, A13



William McKinney represented 214 of the 243 people who sued the Archdiocese of Louisville.

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