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Aldridge questionable for tonight's game against Golden State SPORTS, C1



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## Campaign 2012



GENE J. PUSKAR/THE ASSOCIATED PRESS

Rick Santorum, with his family behind him, announces Tuesday in Gettysburg, Pa., that he is suspending his presidential candidacy.

## Santorum quits, and Romney retools

By KATHARINE Q. SEELYE and JIM RUTENBERG  
NEW YORK TIMES NEWS SERVICE

GETTYSBURG, Pa. — Rick Santorum, with an abrupt decision to end his campaign Tuesday, cleared the way for Mitt Romney to claim the Republican nomination while dashing the hopes of social conservatives who had propelled Santorum's surprisingly successful challenge to the Republican establishment.

Santorum, a former senator from Pennsylvania, was trailing Romney in delegates and had little hope of catching up to him, but his strong performance in a brutal nominating contest established him as a force that the party probably will have to reckon with this presiden-

tial election year and beyond.

His departure from the race created an anticlimactic moment in the long presidential primary season for Romney, who has been actively seeking his party's nomination for five years and found his conservative credentials constantly in question by the durability of Santorum's candidacy.

The move springs Romney from a political limbo in which he was acting like the nominee even though he faced the prospect of weeks of hard — and expensive — campaigning against Santorum.

In a hastily called 12-minute speech in a small hotel meeting room here, with his wife, Karen, and four of their seven children,

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## Disability benefits end for cop in Chasse case

Christopher Humphreys, who's running for sheriff in rural central Oregon, is found fit for duty

By MAXINE BERNSTEIN  
THE OREGONIAN

Christopher Humphreys, a Portland officer who was collecting stress-related disability benefits on and off for more than three years after his involvement in the controversial in-custody death of James P. Chasse Jr., was found fit for duty this month as he runs for sheriff in Wheeler County.

He was medically laid off from the Portland Police Bureau on Nov. 23, 2010, because of the length of time he was off work collecting disability payments. The city is taking that action more often to ensure officers or firefighters on long-term disability don't remain on city staff-



KATU

**Humphreys**  
Got stress-related disability payments

But as of April 7, Humphreys — who recently announced his run for sheriff — “no longer meets the eligibility criteria” for disability benefits after a medical report confirmed he’s “now able to perform the required duties of his job,” according to Portland’s public safety fund.

Humphreys said Tuesday that he used the time off to obtain counseling and now is feeling good and eager to give back to the Wheeler

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ing rolls forever.

Yet, as allowed, he continued to receive disability checks, recently collecting monthly checks of \$1,546.86.

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## Love to hit snooze? New clock is waking nightmare

By TED SHAFFREY  
THE ASSOCIATED PRESS

HOBOKEN, N.J. — There is no snooze button. If you unplug it, a battery takes over. As wake-up time approaches, you cannot reset the alarm time.

It could be the world's most exasperating alarm clock.

Once it goes off, to stop it you must get out of bed, go into the kitchen or bathroom, and punch the day's date into a telephone-style keypad. That's the only way to stop the loud “ding-ding,” designed to sound like a customer angrily banging on a concierge bell at a hotel.

It was invented by Paul Sammut, a 25-year-old engineer who lives in Hoboken. During the day, he builds and researches underwater robots and

vehicles at the nearby Stevens Institute of Technology.

He started working on the gadget because he found it hard to get up and make it to work on time after college.

“I wanted to make something that would essentially force me to get out of bed,” said Sammut.

He built the prototype in his spare time and uses it every day. “Now I wake up before it goes off,” said Sammut. “I subconsciously fear it and know I have to get up.”

He acknowledges there is one way to stop the alarm without getting out of bed.

“You could smash it,” said Sammut.

But with a \$350 price tag, that would be a really expensive way to sleep in.

SAMMUT TECH



## New law strikes blow for driver sobriety

More Oregonians must install detectors after DUII, but many wait out requirement

By JEFF MAPES  
THE OREGONIAN

The Portland woman blew into a tube on the newly installed electronic device in her car until an indicator box was filled with green. In a moment, her blood-alcohol level — 0.000 — flashed on the screen.

“Pass,” the display screen informed her. “Enjoy your drive.”

The woman, who didn't want to give her name because she was embarrassed about her drunken-driving arrest, didn't crack a smile. She said she thought about not driving instead of installing the new device, known as an ignition interlock.

“I'm going to have to take a second job to pay for all of this,” she grumbled before driving away from the Southeast Portland auto shop that installed the interlock.

An increasing number of Oregon drivers now have to do the same thing when they get behind the wheel. A new state law has greatly expanded the number of drivers ordered to install ignition interlocks, which are designed to keep people from driving if they have been drinking.

Use of the devices has soared across the country in recent years as legislators, spurred on by groups such as Mothers Against Drunk Driving, adopted laws requiring offenders to install the interlocks. Congress is also considering language in the new transportation bill that would penalize states that don't adopt mandatory interlock laws.

Supporters say that rearrest rates plummet for drivers using the electronic devices and that the devices provide a safe way for people to continue to drive to work or ferry their kids around. Offenders have to pay the costs of the equipment, and the law appears to be politically popular: The Oregon Legislature unanimously approved interlock bills

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An electronic ignition interlock device

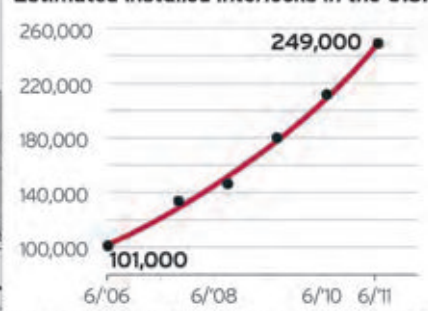
ROSS WILLIAM HAMILTON/THE OREGONIAN

### Ignition interlocks

To start a car with an ignition interlock, a driver has to blow into a tube for several seconds. The device reads the driver's blood alcohol level. In Oregon, if the driver registers a blood-alcohol level above .025 percent, the car won't start. In addition, drivers are prompted to blow into the tube every hour while the engine is running to ensure they haven't been drinking after the car has started.



Estimated installed interlocks in the U.S.



Sources: Oregon Department of Transportation; National Highway Traffic Safety Administration; Richard Roth; FBI  
DAVID BADDERS/THE OREGONIAN

## Rare flower fuels budding dispute

Oregon native *Erigeron stanselliae* lives near a road the U.S. Forest Service wants to open to vehicles

By LORI TOBIAS  
THE OREGONIAN

The discovery of a tiny white wildflower has botanists cheering yet another addition to southern Oregon's unique botanical treasures, but it's also heating up a battle over an already controversial U.S. Forest Service plan to open a now-closed road to motorized vehicles.

The daisylike flower, *Erigeron stanselliae* or Veva's erigeron, is named for Veva Stansell, a longtime Curry County botanist who originally reported it. Last November, the Journal of the Botanical Research Institute of Texas included a description of the flower from Kenton Chambers, a botany professor at Oregon State University.

It has been found in two locations, both in Curry County. One of those



WENDELL WOOD/OREGON WILD

The rare Veva's erigeron is at the heart of a controversy over a plan that would allow motorized traffic near where the wildflower grows.

areas, near Signal Buttes in the Rogue River-Siskiyou National Forest, is near a road that is currently closed but that the Forest Service is proposing to open to motorized vehicles.



DAN AGUAYO/THE OREGONIAN

“There are officially closed roads, and we can't seem to keep people off of them,” said Wayne Rolle, a Forest Service botanist. “This occurs in lots of parts of the forest. This is a case where there is long-standing use, and the Forest Service feels like instead of trying to enforce something that is really impossible for us to enforce, we would designate that closed road as a motorized trail.”

Opponents say the proposal is guaranteed to do even more damage than is already being done in territory rich with rare plants.

“Even before the flower was

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