

# OUR READERS WRITE

(Continued from Page A12)

was unsuccessful, we were obligated to consider how else to preserve an embryo transfer service as a viable entity. Time was of the essence since any significant interruption in service could mean the permanent loss of our P.E.T.S. clientele without whom the School's teaching and research opportunities in embryo transfer would vanish.

In deciding to seek an arrangement with a commercial embryo transfer service in this general area, we quickly realized that there were only three possibilities: Dr. Troop, Dr. Pettit and the Em-Tran group. Em-Tran was selected because it is a large enough organization to handle our teaching and research requirements on a year-round basis and because the Em-Tran veterinarians have relatively strong academic credentials. They have served on the faculties of Cornell University, the University of Minnesota, Colorado State University, and the University of Pennsylvania. However, our decision was not meant to reflect adversely on Drs. Pettit and Troop, both of whom are known to be highly competent in embryo transfer technology.

As public support for higher education continues to decline, arrangements of this sort between universities and private enterprise are being viewed with increasing favor.

At New Bolton Center, for example, such an arrangement with a group of investors resulted in the establishment of a large swine confinement breeding unit. This highly successful 480 sow unit gives our veterinary students an opportunity for superior training in swine medicine and swine management, an opportunity they would otherwise not have. Despite some early apprehension, the swine industry appears to have accepted this arrangement as a necessary way to provide training for the veterinarians who will one day serve that industry.

Dr. Troop's implication that the University is using taxpayers' dollars to support a competing commercial embryo transfer service is without foundation. No public funds have been or are now being used for this purpose.

Dr. Evans' training expenses were paid with private funds. His salary and the salaries of his staff were paid out of revenues generated by P.E.T.S. and all of our present embryo transfer facilities were built with private

funds, including contributions from the Pennsylvania Holstein Association and the Pennsylvania Farmers Association.

Indeed, with one exception (the Bovine Leukemia Research Center built by the National Cancer Institute), all of New Bolton Center's facilities were built with private funds. Moreover, our state appropriation accounts for only 26 percent of the School's total budget.

In this new arrangement, Em-Tran will be leasing our facilities at an agreed-upon rental fee and, as a private corporation, they will be obliged to pay their fair share of state and federal taxes.

In closing, I would emphasize the following points: 1. The Veterinary School is not at all interested in running a business per se; our arrangement with Em-Tran was made because they are the only organization in this region that can provide the qualified manpower to meet the School's requirements for embryo transfer technology; and 2., the Veterinary School has no desire to compete with any commercial embryo transfer organization.

However, it is not as though we are about to enter a new field in which pre-existing organizations would be expected to regard us as potentially dangerous competition. We were, after all, the first embryo transfer service in the region.

Finally, my faculty and I regard

Drs. Troop and Pettit as worthy colleagues who should have been informed of our intentions at an earlier date. I can readily appreciate Dr. Troop's concern, but I believe he does now understand the University's position. I hope that hereafter we can work together harmoniously as professional

colleagues in the larger interests of the region's great cattle industry.

Sincerely,  
Robert P. Marshak, D.V.M.  
Dean  
University of Pennsylvania  
The School of Veterinary  
Medicine

## Practice bike safety

**LANCASTER**—The bicycle has proven to be one of the most popular forms of recreational vehicles and to many, an effective form of transportation. Now is a very good opportunity to condition your family bikes for the summer activities ahead. Checking your bike's mechanical condition should include:

—Tires - Are they low on air or worn?

—Wheels - Adjust cones, pack bearings, tighten wheel nuts for a straight ride, replace broken and/or tighten spokes.

—Pedals - Be sure they are securely fastened to cranks. Replace worn or bent pedals.

—Chain - Check for damaged links and a snug, but not too tight fit. Clean and lubricate frequently with light oil. If the bike is equipped with a chain guard, make sure it is in place.

—Brakes - Adjust to brake

evenly every time. Don't get lubricant on the shoes.

—Saddle (seat) - Adjust height so leg bends slightly with ball of foot on pedal at bottom of stroke. Tighten saddle and seat post nuts securely, leave at least three inches of seat post in the frame.

—Handle bars and grips - Adjust to your comfort, stem well down in fork. Tighten securely. Replace worn handle grips. They should fit snugly.

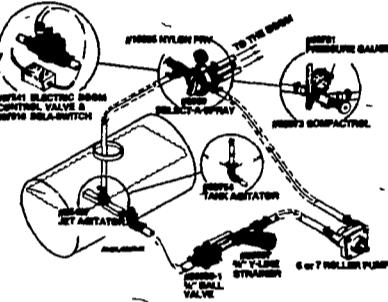
—Light and Reflector - Headlight and tail light working. Reflector on wheels and front (white) and rear (red) of bike.

XXX

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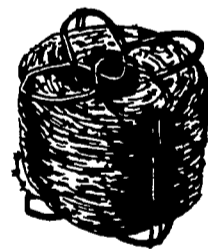
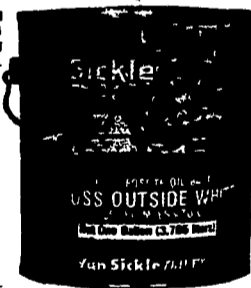
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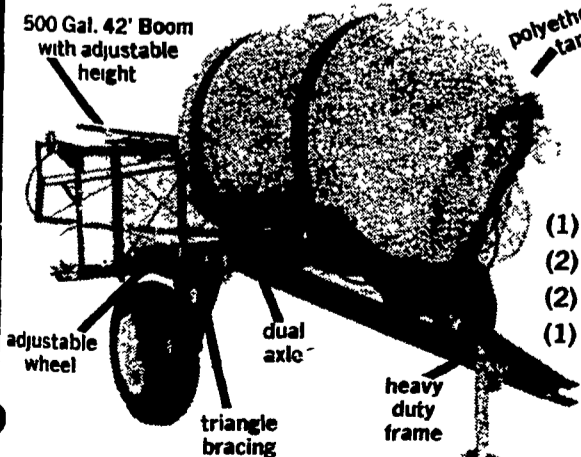
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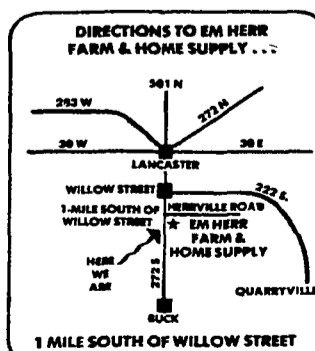
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