

BILLY ROWE'S NOTEBOOK

MILLIONS DOWN THE TUBE.

N'YORK CITY . . . Patience, please, as we temporarily hold back the black angle. Initially this report will deal with the fascinating 3-part series, "Public-TV in Turmoil," brought into the write light by TV-Guide. It relentlessly pursued "10 years of factionalism, fighting and frustration" which have kept noncommercial TV from becoming what its founders envisioned. Under a Neil Hickey by-line the Guide revealed that public TV has not achieved its goal to make itself "A shining example of the high-class, well-funded TV (vehicle) performing what commercial TV can't, and or, won't do." "It is a grotesque structure . . . in need of drastic reform." Hickey dissected the whole structure and exposed its diseased organs namely the "heart" belonging to the Corporation for Public Broadcasting, which handles the funding, and the "guts" as represented by the working operators, the Public Broadcasting Service. Working as a team they were to provide a network of enlightened programming free and untrammled, fearless and uninhibited with its programs not subject to the whims and special angles of the owners of the regular commercial networks . . . ABC, CBS and NBC.

Unsupported by commercials but recipients of hundreds of millions contributed by subscribers and U.S. tax dollars, public TV turned out such unforgettable fare as "The Forsyte Saga," and such other great programming as "The Adams Chronicles," "Sesame Street," "Upstairs, Downstairs," "The Great American Dream Machine." Indeed it also generated such now renowned informational programs as "The MacNeil-Lehrer Report," "Washington Week" and "Wall Street Week." But while at times sparking with these few redoubtable features which, in our view, tower over almost anything of that nature essayed by commercial networks, it has done so at great cost . . . turbulence within the inner structure, ideological clashes and personality rhuhrabs between "the corporation" and the "service". So much so that the Carnegie Corporation of New York whose backing led to the Public Broadcasting Act of 1967 and to the creation of Public TV has announced a \$1 million, 18-month study to ascertain PTVs future.

The "study," we suggest, might try to ascertain why most of the millions allotted to PTV . . . \$103 million in 1977 alone . . . is spent on travel, administration and direct grants to local TV stations. And now the "Black Angle," the obvious discrimination against black-oriented programming. It is no secret that Corporation for Public Broadcasting President Henry Loomis has caused to trickle down a directive that black programs should not be seen on prime time (mostly after 10:30 p.m.). Another secret just revealed to yours truly, is the complaint of Tony Brown, director-producer, that his widely-viewed "Black Journal" has been marked for a total TV blackout on orders from the same Loomis whose "corporation" has been feuding with PBSservice. Tony's "Journal," as you know, is the longest running (9 years) black national public affairs program. And in the hope of stifling this renowned black voice, Loomis commissioned a Burns-Roper poll to do a sampling (April 30 - May 7). We are in a position to report that Loomis did not--NOT!--release the Burns-Roper findings because the poll showed "Black Journal" rated among the top 10 programs in the nation and within a whisker of a tie with the widely viewed ABC's "Wide World of Sports." Sports scored 5.8% of the viewing audience while Tony's Journal followed with 5.3% or 12 million viewers of the total national audience. So it is readily apparent why Loomis is not about to release a poll he confidently expected would find the "Journal" downgraded.

The Carnegie Commission, of course, will examine the preposterous use of only \$13 million of the \$103 million for programming while the Corporation bureaucrats expended the rest in this fashion, as the TV Guide series revealed:

Items: "Communications Research," \$585,000; educational "activities," \$584,000; "Human Resources," \$341,000; "Training and

Development," \$1,084,000; "Management Information Systems," \$514,000; "Legislative Affairs," \$103,000; "General Services," \$883,000; "TV Staff," \$666,000, and "General Counsel," \$404,000. Another item titled "President and Executive Vice-President," (\$285,000) shows a \$30,000 expense for services of a N.Y. public relations firm. Another: \$103,000 to the Advisory Council of National orgs.

The Guide report stresses that it is not suggesting ALL these functions are not necessary but that there is "a firm consensus that far too much of the Federal appropriation is going into peripheral activities and far too little into what public TV should be all about --- programs." And then the blockbuster in the report:

"There are too many meetings, trips, reports, consultations and conferences . . . (These) along with the friction between (both factions) sap the energies of the participants . . . Commercial TV, by comparison . . . says one expert . . . is a miracle of efficiency: The programs may be terrible, but at least the trains run on time." STAY LOOSE.

ACLU

The gay person in our society is often vilified, frequently harrassed and always misunderstood. In an effort to change that misunderstanding, the local chapter of the American Civil Liberties Union will sponsor a program on the Rights of Gay People at 7 p.m. the evening of September 20th at the Flamingo Library Auditorium.

The speaker, Mr. Ray Hartman, is co-chair of the National Gay Rights Lobby, a national organization devoted to changing laws discriminating against gay people solely on the basis of affectional preference. Mr. Hartman, as national spokesperson was one of the 14 Americans who attended the White House Conference in March 1977 with Midge Costanza, President Carter's Special Assistant for Public Liaison.

Nevada is one of the states where consensual sexual conduct between persons of the same sex is illegal whereas California, Colorado, Conn., Delaware, Hawaii, Illinois, Ohio, and Oregon have repealed their similar laws.

Mr. Hartman is a practicing attorney who has worked with the National Historical Society, The American Bar Association and the American Civil Liberties Union.

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BIDS WANTED FOR HIGHWAY IMPROVEMENT NOTICE TO CONTRACTORS

Sealed proposals will be received by the Directors of the Department of Highways of the State of Nevada at their office in the State Highway Building, Carson City, Nevada, until and opened at 1:30 p.m., local time on September 8, 1977, for contract No. 1669, Project No. FLH-F-095-2(1), construction of a portion of the Primary Highway System in Clark and Nye Counties, on U.S. Highway 95 between 1.7 miles west of Indian Springs and 1.5 miles east of Lathrop Wells, a length of 39.941 miles.

SPECIFIC description of work covered by this contract consists of: Constructing, fences and cattle guards throughout the project, widening and resurfacing a portion of the project, and completely reconstructing a portion of the project. Trenching and widening portions of the roadbed, grading portions of the roadbed, installing drainage structures, placing gravel base courses, plantmix bituminous stress relief and surface courses, and placing a plantmix bituminous open-graded wearing course with surface treatment on shoulders.

The minimum wage to be paid on this contract shall be as determined by the Secretary of Labor or the State Labor Commissioner and are set forth in the contract documents.

Employment lists may be obtained from the local office of the Nevada Employment Security Department at 135 South 8th St., Las Vegas, NV 89101.

Plans and specifications may be examined at the office of the undersigned, the Highway Department District Offices at Sparks and Las Vegas, Nevada; The Regional Office of the Federal Highway Administration, 450 Golden Gate Avenue, San Francisco, CA 94102; at the offices of the Associated General Contractor of America, 10 N. 27th St., Boise, Idaho, 83706; 438 So. Main St., Salt Lake City, Utah, 84101; and 300 So. Wells Ave., Reno, NV 89502; at the office of the F.W. Dodge Company, P.O. Box 14185, Las Vegas, NV 89114 and at the office of the Construction Notebook, 3599 Polaris, Las Vegas, NV 89103.

Plans, form of proposal, contract and specifications may be secured by prequalified bidders through the office of the undersigned. A fee of Ten Dollars (\$10.00) is required for the purchase of each copy of the plans with proposal form. Plans, proposal form and specifications obtained on this basis are non-returnable and no refund will be made. Bids must be on the proposal form of the Highway Department and must be accompanied by a bid bond, a certified check, a cashier's check, or cash in the amount of five percent (5%) of bid. Right is reserved to reject any or all bids.

Contractors desiring to bid on this work, if not already qualified under the State Law, shall file with the Department of Highways at Carson City, Nevada, not later than five (5) days prior to the date for opening of bids, a complete application for qualification on form furnished by the Department. All requests must be made in writing on the standard printed form provided free of charge for that purpose by the Department of Highways.

The attention of bidders is directed to the State Contractor's License Law requirement (NRS 624.230 as amended to date), that a contractor hold a valid license of a class corresponding to the work to be done. Requests for license may be directed to the Secretary of the State Contractor's Board, 328 South Wells Avenue, (P.O. Box 7497), Reno, Nevada.

This is a Federal-aid project and as such, any contractor otherwise qualified by the State of Nevada to perform such work, is not required to be licensed nor to submit application for license in advance of submitting a bid or having such bid considered; provided, however, that such exemption does not constitute a waiver of the State's right under its license laws to require a contractor, determined to be a successful bidder, to be licensed to do business in the State of Nevada in connection with the award of a contract to him.

LEGALS

The Nevada State Highway Department will on its own initiative, take affirmative action, including the imposition of contract sanctions and the initiation of appropriate legal proceedings under any applicable State or Federal law to achieve equal employment opportunity on Federal-aid Highway Projects and will actively cooperate with the Federal Highway Administration in all investigations and enforcement actions undertaken by the Federal Highway Administration. In conjunction with the above statement, the Highway Department will not issue plans to an irresponsible bidder. Subsection (B) of the section 112 of Title 23 United States Code has been amended by adding at the end thereof, the following: "Contracts for the construction of each project shall be awarded only on the basis of the lowest responsive bid submitted by a bidder meeting established criteria of responsibility".

GRANT BASTIAN, P.E.
State Highway Engineer
Carson City, Nevada 89712

PUB: LV Voice August 26 & Sept. 2, 1977

NOTICE TO CREDITORS AND OTHERS CONCERNED:

Pursuant to NRS 108.228, Nevada Statutes, notice is hereby given that on August 16, 1977, contract Bid No. 664-77, between the County of Clark and Rico Paving and Grading for furnishing of all necessary materials, labor, equipment, apparatus and transportation to complete construction of Baggage Hold Area, McCarran International Airport, within the County of Clark, State of Nevada, was accepted.

All creditors having claims against this contract must file their claims within forty (40) days after acceptance.

LORETTA BOWMAN, county Clerk and ex-Officio Clerk of the Board of Clark County Commissioners, Clark County, Nevada.

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