

1961 Vol 15 21-23

SPECIAL REPORT

SOUTHERN REGIONAL COUNCIL

5 Forsyth Street, N.W., Atlanta 3, Georgia

THE FREEDOM RIDE

May 1961

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SRC: 20
May 30, 1961

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Violence in Alabama, from May 14 - 25, revealed the truth about "massive resistance." The defiant words hurled by state and community leaders at the law of the land after 1954 received their final definition in the terror of Anniston, Birmingham, and Montgomery. Alabama in May, 1961 reproduced in a few long days a lot of southern history, let loose again a history which most of the South is successfully overcoming. But there it was: the mob and its sadism. The silent, acquiescent "good people"; the inflammatory public spokesmen; the disdain for law; and, the inevitable defeat. As the Charlotte Observer said (May 23):

...the people of the South will continue to live under tension and suffer anguish and tragedy until they support a different and a better kind of public official. Our region has been led by false prophets since the Civil War and especially since the 1954 Supreme Court decision. By their policies, by their own angry, emotional statements on race, they have contributed substantially to building the kind of climate favorable to raw and ugly violence.

...it has become painfully apparent that some states simply must experience the terror of mob violence and the chaos of closing schools to realize how bad both really are. Arkansas had to have its Little Rock, Tennessee its Nashville and Clinton, Virginia its Norfolk and Prince Edward County, Louisiana its New Orleans, and now Alabama its Birmingham and Montgomery.

THE FREEDOM RIDE

In mid-March, the Congress of Racial Equality, from its New York headquarters, announced that it would recruit a small, bi-racial group to ride Greyhound and Trailways buses

from Washington to New Orleans, with the purpose of challenging any segregation of interstate travellers encountered. On May 4, the Freedom Ride began, with 13 participants: six white, seven Negro, ranging in age from 18 to 61. The number fluctuated during the course of the Ride. Through Virginia, North and South Carolina, and Georgia there were few obstacles.

On May 14 came the events of Anniston and Birmingham. Mobs gathered, passengers were intimidated, a bus was burned and people were savagely beaten while police were either inactive, not present, or strangely late in arrival. The response of Governor Patterson was to issue the following statement:

In view of the tenseness of the situation, it is impossible to guarantee the safety of the agitators. Our advice to them is to get out of Alabama as quickly as possible.

We will escort them to the nearest state line; however, we will not escort them to any other cities in Alabama to continue their rabble-rousing.

The mobs and official hostility broke the back of the first Freedom Ride. The participants flew on to New Orleans and there disbanded. But this was not to be the end. Angered and inspired by the example of these first Riders, a second group was organized in Nashville, and took bus for Montgomery, via Birmingham. They were incarcerated on arrival in the latter city. Released on May 19, they managed the next day to travel on to Montgomery. That city received them with riots which will forever disgrace the state, and which caused the intervention of federal marshals to establish order and protect constitutional rights, and finally a declaration by the Governor of martial law.

On May 24, with fantastic precautions, the National Guardsmen of Alabama and the state police of Mississippi escorted them to Jackson, where they were quietly arrested and, for the most part, remain today.

Other Riders continue to come into Montgomery and Jackson.

On May 29, the Attorney-General -- who more than any other person or agency has defended public order and common sense during these travails -- requested the Interstate Commerce Commission to issue regulations at once requiring the full desegregation of terminals of buses engaged in interstate traffic. On the same day, martial law was ended in Montgomery.

THE LEGAL BACKGROUND

There is a long line of cases relating to the rights of travellers to be free of racial discrimination. The Supreme Court's decision of last December in the Boynton case is the only one which needs to be cited in reference to the particular aim of the Freedom Ride.

In 1958 Bruce Boynton, en route from Washington to Selma (Ala.), was refused service in the white section of the Trailways Bus terminal in Richmond; when he declined to leave he was arrested for trespass. Trailways did not own or control either the restaurant or the terminal. On Constitutional grounds, Mr. Boynton and his NAACP attorneys argued that the arrest was illegal. The Court entirely disregarded the Constitutional arguments, and ruled instead that under the Interstate Commerce Act segregation in terminals -- whether or not owned by the carrier -- violates a clause of the statute which forbids buses to "subject any particular person to any unjust discrimination or any unjust or unreasonable prejudice."

RELATION TO THE SIT-INS

The Freedom Ride occurs against the background of the student protest movement, which, from its beginning in

February 1960, has already led to the desegregation of lunch counters and other facilities in well over 100 southern cities and towns, outside of the Deep South. Few if any episodes in American history have so typified and enlarged the national ideals of justice and individual worth.

The Freedom Ride is an extension of the sit-ins, and is sustained by the same enthusiasm and many of the same persons. There are, nevertheless, pertinent distinctions.

Characteristically, the sit-ins were demands by local residents that they share in the privileges of their communities. The persons who were asking for service did themselves want to use it. With only a few exceptions, the demonstrations were locally planned.

The Freedom Ride, on the other hand, has started from the premise that all Americans have a right to demonstrate against discrimination in the South*. Many of the participants do not themselves apparently need or intend to use the services demanded. They have been recruited by national and regional organizations whose plans they follow.

One of the finest of the features of the sit-ins has been an evident invigoration of the bonds of community in the South. The sit-ins succeeded where other means had not in opening the eyes of whites to what Negroes were thinking and what they wanted. There has been an awakened respect among white southerners, especially those in urban

*It is moderately interesting that professors from a great university which has not a single Negro on its faculty felt a call to crusade in the South.

centers, for their Negro neighbors. The sit-ins have not engendered lingering animosities, but on the contrary have frequently produced a readiness on the part of whites to move on to further steps of desegregation. Without exception, settlements of the lunch counter and other issues have been without compulsion of court order: by the act of bringing the white South into agreement that old customs were unfair, the student protest movement helped the South find its footing more than had any other influence.

Although sit-ins in too many places were initially met with violence and repression, violence was never essential to success. There was little or none in the majority of towns which desegregated.

The sit-ins cleared the air of the South, and they succeeded without violence. That these two things would be so was not, however, apparent during the first month of the 1960 movement.

This is still the first month of the Freedom Ride, and no man's judgment can be more than tentative. The question is whether, with its differences of technique, the Freedom Ride can bring to the South the same values which the sit-ins did. There did seem to be cause for concern as to how well the statement of one of the leading Riders represented the mood of the others. On the bus from Montgomery to Jackson he asserted that, "it is only when the hostility comes to the surface that the people will see the true character of our nation. Only through non-violent demonstration in the acceptance of violence without returning it in kind can we accomplish our purpose."

PRESS REACTION

Two questions dominated discussion in the press. The first was the revelation of how much cooperation there is in Alabama and some of its cities between elected officers and the mob. The second was the wisdom of the Freedom Ride.

Only a few newspapers, such as the Alabama Journal, defended or did not criticize Governor Patterson and the Birmingham and Montgomery police. There were others too enraged by the Ride to be able to put much heart into criticism of Alabama's law enforcement. A true southern conservatism, however, was expressed by Eugene Patterson in the Atlanta Constitution (May 22):

The point is not to judge the beaten, but to take a look at the beaters, ...

Either a community is going to believe in civilization or it is going to revert to the jungle. And when the jungle reversion occurs, erasing heed for restraint and placing its premium on the teeth most ruthless at the jugular, then no man is safe from a predatory pack.

... The craven police reactions in Birmingham and Montgomery do not represent what the people of Alabama expect. They represent what frightened politicians have trapped themselves into promising.

To blame the violence on the demonstrators is sophistry of the most hurtful order. These people who have gone barnstorming across the South in buses are curious. If their aim had been to change segregation practices, orderly

systems were at their disposal. If their aim had been to demonstrate, braver people resided in each precinct they touched and were prepared to make more meaningful tests. If their aim had been to create a scene deliberately for destructive rather than constructive purposes, then it is time somebody told them, in this Southland where both races are having to work at change, that their theatrical approach violates the valid precept that all change requires a little dab of sense.

But that is not the point of what happened in Alabama. Any man in this free country has the right to demonstrate and assemble and make a fool of himself if he pleases without getting hurt. If the police, representing the people, refuse to intervene when a man--any man--is being beaten to the pavement of an American city, then this is not a noble land at all. It is a jungle. But this is a noble land. And it is time for the decent people in it to muzzle the jackals.

It was noteworthy how much of the press comment in the South sounded the theme: "Our politicians have led us to this!" Thus the Tuscaloosa (Ala.) News said: "Failure of public officials to provide intelligent, courageous leadership is the principal reason for the current crisis in our state." It is, of course, an old and not very appealing trait for people to blame their politicians for their own weaknesses. But in the South, where representation is so grossly undemocratic, there is justification. At any rate, there are already evident more than the first signs of revolt from the kind of political leadership the South has so long endured.

On the whole, however, the young editor of the Auburn (University) Plainsman (May 24) probably was closer to the unpleasant fact:

...the horrifying; revolting thing about it is that the vast majority of the people of this state let them [the rioters] have their way. If they have not supported the hatred and bigotry and violence directly, they have winked at it and covertly supported it by their silence and refusal to act....

Certainly the best line of the month was got off also by Auburn students, in a letter signed by 26 of them to the Montgomery Advertiser (May 24):

Gov. Patterson referred to the freedom riders as "rabble rousers." He is entitled to his opinion, but is Alabama to glory in the fact that it furnished sufficient rabble to be roused?

Both North and South, the press mostly endorsed Attorney-General Kennedy's request that the Freedom Ride take a "cooling off" period. The New York Times (May 26) held that "non-violence that deliberately provokes violence is a logical contradiction." The Washington Post and Times-Herald (May 27) said that the sponsors of the Ride "ought to take it easy." The Charlotte Observer (May 27) noted that,

The Attorney-General does not expect the American Negro to renounce his natural rights or even to relax the pressure for them. He does not expect anyone to accept the kind of system that has lately been on display in Birmingham,

Montgomery and Jackson. No enlightened person could.

But he does ask that the Negro take note of the bonfires that are crackling across the lower South. Nothing can be gained from throwing more sticks upon them at the moment....

The Norfolk Journal and Guide (May 27) stated, "We do not feel very optimistic about ...exposing fine young men -- white and colored -- to brutal mob violence." But the paper went on to note with approval that the Ride "focuses world opinion upon the failures of democracy in some parts of the United States."

As in all of the South's laborious swing toward juster race relations, there arises the question about speed and methods. Instinctively the South says "go slow," "not yet." Expressions of concern about the Freedom Ride are almost wholly directed at methods, and not at their objective, which is widely conceded even throughout the South. The concern is, nevertheless, in part the old, instinctive, and usually exaggerated, caution.

White and Negro Americans ought to consider well what Walter Lippmann has said, in his column of May 25:

What has been a movement of gradual reform is showing unmistakable signs of turning into a movement of physical confrontation....

We are witnessing a non-violent rebellion, ... non-violent in that the agitators are unarmed and passive. This rebellion marks a lessening of hope and faith in the processes of the courts, of

elections, of Congress, and of education....
It would be vain for anyone to expect that
there can be a quick and easy end to the kind
of courage and determination which has been shown
in the bus rides and in the lunch counter sit-ins.
No one should expect this kind of thing to
disappear....

CONCLUSION

Is Walter Lippman right, that there is a decline among
Negroes of faith in the regular processes of government and
education? If so, the fault lies with white Americans,
particularly those of the South.

There would be no Freedom Ride, if there were compliance
with law and decency in the South. This is the fact that
is basic to any thinking about this latest demonstration of
the courage and vitality of the Negro youth movement.

For generations, white people determined what would be
the racial relations of the South. No longer is this true.

Yet it is true that only if white people will resume
leadership -- but this time as co-leaders -- can the South
escape other May 20's, such as this year's in Montgomery.
The white South has got to acquire the habit of introducing
change before it is demanded. If to say this is wishful
thinking, it is also a statement of fact.

There are those who regard the Freedom Riders as
"extremists." It would be more intelligent to realize that
they are pointing out to the South what must be done, and
done quickly, if we are to forestall the emergence into
power of real, genuine extremists.

The white South rejected the sane, responsible NAACP, deprived itself of its useful counsel, and instead forced the NAACP to fight for its life. The NAACP remains strong and those who have combatted it most viciously are the losers for it. And now they have to adjust also to new types of organizations, less ready to be patient. The Freedom Ride this year. If white southerners have any good sense, it will not have to be a truly "extremist" group next year -- and there are such lurking in the wings.

The Freedom Ride will continue. If not in its present form, in some other similar style, and soon. There is momentum within it too great to be held back. The South and the nation are now critically dependent on the quality of Negro leadership, and its ability to direct that momentum and not to be overrun by it.

The South is now receiving assistance that it keenly needs. A national administration devoted to civil rights is energetically stripping away some of our racial inequities, and removing some of the frustrations that face our Negro population.

The big problems, however, can be tackled only by the South itself: by white southerners coming to deserve the trust of Negro southerners; by Negroes maintaining their most valuable outside asset, the confidence which the country as a whole has had in their cause and their methods of pursuing it.

The Freedom Ride is another indication that whites in some states are not trusted by Negroes, and do not deserve to be. It has furnished proof also that much of the South is now disgusted by the sort of lawlessness deputized by

the authorities in Alabama. The Freedom Ride has emphasized as well that the struggle for civil rights in the South can quickly degenerate into violence, and that it is everybody's responsibility -- whites and Negroes -- to avoid that whenever they can.

CHRONOLOGY

- March 13 - Announcement by C.O.R.E. of Freedom Ride.
- April 28 - C.O.R.E. wrote to President Kennedy, informing him of plans.
- May 4 - Ride began from Washington; arrived in Richmond.
- May 7 - Arrival in Danville (Va.); dispute over restaurant service settled quietly at Trailways terminal.
- May 8 - Arrival in Charlotte; arrest of one Rider for trespass while demanding shoe shine at Union Bus Terminal.
- May 9 - Arrival in Rock Hill (S.C.) and attack in Greyhound terminal; white waiting room at Trailways terminal was closed when bus pulled in.
- May 10- Defendant in Charlotte trespass case acquitted. Two Riders arrested in Winnsboro (S.C.) and released after several hours; charges dropped.
- May 12- Arrived in Augusta (Ga.); used all facilities.
- May 13- Travelled through Athens (Ga.) where all facilities were used, and arrived in Atlanta; restaurant closed at Greyhound station.
- The Court of Appeals of the Fifth Circuit directed a lower court to "obliterate" the distinction between interstate and intrastate passengers at the train terminal in Birmingham. This is one of the many stations in the South with one waiting room for whites and Negro interstate passengers, and a second for Negro intrastate passengers.
- May 14- Some Riders were served at Trailways terminal in Atlanta. Entire group left for Birmingham, riding in Trailways and Greyhound buses.
- Department of Justice advised Birmingham police it had received warnings of planned violence when buses reached their city. Greyhound bus met by mob in Anniston; passengers prevented from getting off. Tires slit and went flat six miles out of Anniston. Men following in automobiles attempted to board but were prevented by a state law enforcement officer who had been riding bus. An incendiary device thrown through a window set fire to the bus which was completely destroyed. All passengers were removed, and 12 admitted to hospital, mostly for smoke inhalation; they later resumed their ride to Birmingham. The Trailways bus also encountered the mob in Anniston, and faced by it the driver ordered Negroes to the rear. One Negro and two white Riders beaten. Bus continued on to Birmingham, where Riders attacked when they got off; one of them required over 50 head stitches.
- At neither Anniston nor Birmingham was anyone arrested. Despite warnings of probable trouble, no police were on hand at Birmingham, and none arrived until ten minutes after fighting began.
- May 15- Greyhound bus drivers refused to drive group on to Montgomery. Riders took plane for New Orleans, arriving there late at night.

May 15 - (continued)

Governor Patterson issued his first statement, advising Riders to "get out of Alabama as quickly as possible." Attorney-General Kennedy asked the state to provide police protection; the Governor first agreed and then changed his position.

May 16 - Riders stayed in seclusion in New Orleans. In Birmingham, three men were arrested for taking part in the attack of the 15th.

May 17 - Riders met at church in New Orleans and then disbanded. This ended original, C.O.R.E. planned Ride. Bus arrived in Birmingham from Nashville, carrying new contingent of Freedom Riders. This was a group of college students affiliated with Southern Christian Leadership Conference. Two white students were in the group. Police met bus on outskirts of city, arrested two Riders who refused to change seats. Two policemen rode bus into Birmingham, where a crowd was waiting at the terminal. Drivers refused to carry group on to Montgomery, and ten Riders (8 Negro and 2 white) plus five sympathizers taken into protective custody.

May 18 - Riders stayed in jail; one of the white students released in custody of her father. The five Birmingham Negroes released. Attorney-General Kennedy tried unsuccessfully to reach Governor Patterson by telephone.

May 19 - Two of the jailed students (1 white, 1 Negro) received suspended fines and were released. The remaining seven were carried by Police Commissioner Connor in the early morning 120 miles to the Tennessee line and were put out of the car. They were back in Birmingham in the afternoon, where joined by 10 or so others, including three whites, they unsuccessfully sought bus service to Montgomery. Spent the night in waiting room. An Alabama court enjoined C.O.R.E. and its followers from further "freedom rides." Patrolmen read order on incoming buses. Both President Kennedy and the Attorney-General tried unsuccessfully to reach the Governor by telephone; the President talked with the Lieutenant-Governor. John Siegenthaler, administrative assistant to the Attorney-General, conferred in Montgomery with the Governor.

May 20 - The Governor said: "We are going to do all we can to enforce the laws of the state on the highways and everywhere else, but we are not going to escort these agitators. We stand firm on that position."

At 8:30 A.M., after 18 hours of waiting, the Riders were taken on a Greyhound bus for Montgomery. The F.B.I. advised local police in Montgomery of probability of violence; were assured that local authority sufficient. On arrival, a "race riot involving hundreds broke out." At least six Riders were beaten, three severely. The mob attacked Negroes who had no connection with the Riders, and whites who appeared sympathetic. News photographers were attacked. John Siegenthaler

was knocked unconscious and left on a sidewalk for more than 20 minutes. Police arrived about ten minutes after fighting began, and did not for some time succeed in dispersing the mob, which continued its attacks. The police arrested at least eight "integrationists."

After again trying to reach the Governor, the Attorney-General ordered federal marshals to Montgomery, and also obtained in federal district court an injunction against the Ku Klux Klan, the National States Rights party, and other individuals interfering with "peaceful interstate travel by bus." President Kennedy appealed to state and local officials of Alabama for order.

May 21 - Federal marshals continued to pour in.

The Rev. Martin Luther King, Jr., president of the Southern Christian Leadership Conference, cut short a speaking tour and flew to Montgomery from Chicago, to address a Negro mass meeting at a church. A mob, composed largely of white youths, formed outside. It was dispersed after bitter rioting by the federal marshals and state patrolmen, with some aid from the local police. The Negroes were penned in the church until early the next morning. Governor Patterson proclaimed martial law in Montgomery, and National Guardsmen appeared. Deputy Attorney-General White came to Montgomery to take charge of federal activities; the Governor angrily denounced federal intervention during a conference with Mr. White. The American Nazi Party announced plans to send a "hate bus" from Washington to New Orleans.

Alabama Associated Press Association condemned "the breakdown of civilized rule" in Alabama. It singled out Alabama Public Safety Director Floyd Mann as "the one notable example" of an officer carrying out his duties. Negro leaders at the mass meeting also praised Mr. Mann.

Governor Barnett of Mississippi wired an offer of support to Governor Patterson.

May 22 - 800 National Guardsmen on duty. More federal marshals ordered in.

The Attorney-General said that they would stay until the situation is brought under control by the state. He said further that Public Safety Director Mann was acting with vigor and skill, but that the Governor was not cooperating.

The Montgomery Ministerial Association called for all "necessary steps" to prevent further mob action and violence.

The "hate bus" left Washington.

Federal agents arrested four men on charge of firing the bus at Anniston.

Additional students began arriving in Montgomery, from Nashville, New Orleans, and New York.

Deputy Attorney-General White said that arrest of Freedom Riders for violating the state injunction against them would not cause federal intervention.

1800 pupils evacuated from two white junior high schools after phoned bombing threats.

May 23 - "Hate bus" passed through Montgomery; was escorted through the

town by federal officers. Reached New Orleans, where occupants had difficult time finding lodging. Montgomery was quiet; National Guardsmen patrolled city. One person arrested in connection with riots. In reply to a protest from Alabama Congressmen, the Attorney-General called for action on the part of the Governor and local police, "not merely words of intention." The Governor at a press conference blamed the Sunday night riot on the federal marshals. Justice Department officials were in continuing telephone discussions with Mississippi officials. A press conference was held by M. L. King, Jr., C.O.R.E. director James Farmer, Montgomery minister Ralph Abernathy, and students Diane Nash and John Lewis. They announced that the Ride would continue at no matter what cost. A few more students arrived in Montgomery. The Rotary Club of Montgomery demanded withdrawal of federal marshals. The Board of Directors of the Chamber of Commerce called on local law enforcement agencies to "maintain and preserve" law and order. The Junior Chamber of Commerce condemned agitators and regretted failures of local police. The Alabama legislature convened in Montgomery; unanimously commended the Governor for proclaiming martial law, denounced the Freedom Riders and federal intervention. The Louisiana legislature commended Governor Patterson. Governor Barnett had Mississippi National Guard on stand-by alert.

May 24 - Heavily protected and escorted by National Guardsmen, some of the Riders left Montgomery on a Trailways bus about 7:00 A.M. Before leaving they ate at the bus terminal, thus achieving an objective. Later in the morning a second bus carried the rest. The escorts convoyed the buses to the Mississippi line, where patrol cars of that state took over. On arrival in Jackson, 27 Riders were arrested when they sought service at the white lunch counters and use of the white rest rooms of the terminal; charges were breach of peace and refusal to obey an officer. There were no disturbances otherwise. In Montgomery, additional Riders showed up, the small group including professors and students from the North. The Department of Justice asked in federal district court for an injunction to prohibit the heads of the Birmingham and Montgomery police departments from interfering with interstate travel. The complaint asserted that all had been derelict in performing their duties. The Attorney-General also issued a statement appealing for a "cooling off period;" i.e. an end to the Freedom Ride. Southern Christian Leadership Conference executive promptly said "no." The Greyhound Corporation ordered disciplinary action against its employees in Montgomery who had refused food service to Negroes. In New Orleans, the "hate bus" passengers were jailed for "unreasonably" alarming the public.

In LaGrange (Ga.), five men attempting to organize an obstruction to the bus carrying the latest group of Riders to Montgomery were arrested.

- May 25 - The Rev. S. S. Seay, Sr., Negro leader, was shot in the wrist in Montgomery by a bullet from a passing car. The latest group of Riders was arrested while eating at the Trailways terminal in Montgomery, along with W. T. Walker, executive director of the Southern Christian Leadership Conference, and two Negro ministers: the Reverends Abernathy and Shuttlesworth. Charge: breach of peace. The Rev. Abernathy and six Riders filed suit in federal district court asking invalidation of Alabama's bus terminal segregation laws. The Department of Justice promptly agreed to the judge's request that it enter the case as a friend of the court; the Department also asked for a speedy hearing. The New Orleans city council urged police to escort Riders, if they came, through city non-stop.
- May 26 - Meeting in Atlanta with a few others, M. L. King, Jr. announced that there would be a "temporary lull but no cooling off" in the Rides. Police heads in Birmingham and Montgomery were under subpoena to produce records of their activities. The northern professors and student posted bail and were released from Montgomery jail. In Jackson the 27 were convicted, fined \$200 each, and given 60 days suspended jail sentence. Stringent measures were enforced during the trial, including use of police dogs to drive persons away from the front of the courthouse. Alabama and Georgia authorities arrested a man in Rome (Ga.) for attack on Birmingham TV reporter during riots there. The Executive Secretary of the N.A.A.C.P. dissented from the plea for a "cooling off."
- May 27 - Six white teen-agers arrested in Montgomery for wounding of the Rev. S. S. Seay, Sr.; released in parents' custody. The vice-chairman of Americans for Democratic Action urged Freedom Riders to disregard the Attorney-General's plea for a "cooling off." A Freedom Riders Coordinating Committee was formed in Atlanta, composed of representatives of S.C.L.C., C.O.R.E., the Nashville Student Movement, and the Student Non-Violent Coordinating Committee; M. L. King, Jr. explained the non-representation of the N.A.A.C.P. on the grounds that it was primarily a "legalistic body." Both the Negroes in jail in Montgomery and the Nazis in jail in New Orleans were fasting. Five of the 27 in Jackson were released on bond: four accepted bail so that they could stand trial in New Orleans on earlier charges growing out of the picketing of downtown stores.
- May 28 - 17 Riders, coming from Montgomery and Memphis, were arrested in Jackson when they attempted to desegregate the waiting room. The contingent coming from Montgomery had been escorted

to the bus terminal by Guardsmen, where they found facilities closed.

May 29 - Trial began in federal court in Montgomery on the government's complaint against Montgomery and Birmingham police heads; C. V. Henley, a former Montgomery reserve policeman, had been brought into the suit. At issue also was the continuation of the restraining order against the Klan leaders. Martial law was ended in Montgomery.

In Jackson, 19 of the first group of Riders were put to work at a prison farm; three others were released on appeal bond. The 17 who arrived May 28 were convicted on breach of peace charges, and sentenced to 60 days or \$200; they chose jail. In LaGrange (Ga.), three of those arrested on May 24 were convicted and two bound over to a higher court. Attorney-General Kennedy requested the Interstate Commerce Commission to ban by regulations segregation in interstate bus terminals.