greatest protector and defender of human rights. So we stood on the threshold of World War II, in 1941, with as segregated a society as had existed anywhere in the world.

Federal aid to housing was officially based on a philosophy of white racism. All branches of the Armed Forces were completely segregated along racial lines. New Deal programs were operating on racist principles. Almost all educational institutions, from nursery schools to universities, including theological seminaries and Bible colleges, operated to give aid and comfort to white racism.

The Supreme Court was still interpreting the exercise of citizenship rights along lines determined by the racial character of the litigants. The stepped-up defense industries excluded black employees, without presidential, legislative, judicial or religious opposition, until A. Philip Randolph organized the “March on Washington Movement” which resulted in President Roosevelt’s capitulation to a demand for an Executive Order banning racial discrimination (which was never enforced).

White political primaries were the order of the day in our southern states. Hospitals, prisons, cemeteries, churches—all—were operated on racist policies. During the attempts to pass sweeping discrimination measures in the legislatures of the southern states, the Charleston *News and Courier* published an editorial attacking the Jim Crow law in travel which was under consideration in the South Carolina legislature:

As we have got on fairly well for a third of a century, including a long period of reconstruction, without such a measure, we can probably get on as well hereafter without it, and certainly so extreme a measure should not be adopted and enforced without added and urgent cause.

In an effort to show how ridiculous such a measure seemed, the editor went on to point out what other action would be necessary to be consistent with the principle of segregated street cars:

If there must be Jim Crow cars on the railroads, there should be Jim Crow cars on the street railways. Also on all passenger boats . . . there should be Jim Crow waiting saloons at all stations and Jim Crow eating houses. . . . There should be Jim Crow sections of the jury box, and a separate Jim Crow dock and witness stand in every court—and a Jim Crow Bible for colored witnesses to kiss. . . . Perhaps, the best plan would be, after all, to take short cut to the general end . . . by establishing two or three Jim Crow counties at once, and turning them over to our colored citizens for their special and exclusive accommodation.

By 1941 most of the measures so ironically ridiculed by the Charleston newspaper had in fact become general practice. No Jim Crow counties were set aside, but, after the Supreme Court struck down those city ordinances such as those from Baltimore