

How Special Treatment for 11% of the Work Force Ruins Economic Opportunities for the Other 88% of the Work Force

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St. Louis on the Road to Detroit: An Urban Community Destroyed

Can you believe that in 2013, the St. Louis City population was reported as 318,416? It's astounding that this mid-west transportation hub has shrunk to such an extent. But, to understand St. Louis's real problem you have to look to Detroit.

The largest city between Montreal and New Orleans with a population of 800 in 1765 was Detroit. By 1840...Detroit's population had increased over 10 fold to 9,102. This evolving prosperity would continue. And in 1900, 285,704 people, a 31 fold increase since 1840, occupied the now impressively growing Detroit.

Suspend your imagination and try to visualize the intricate human network established here producing the trade, commerce, infrastructure, food, clothing, shelter and ability to earn a living. And, eventually, this intricate human network would allow them to build historically beautifully buildings. There must have been a lot of "good jobs" in Detroit.

So, back then, if you wanted to leave the farm, the agricultural sector, the best place for employment would be a rapidly growing urban area, which needed all sorts of labor. And almost all of this labor was blue collar labor. Communities undergoing rapid urbanization created a huge demand for workers who need not have been highly educated, if at all, to succeed—by getting a "good job." In growing from a population of 800 in 1795 to 285,704 people in 1900, Detroit created the demand for proportional number of "blue collar" like jobs...

In 1896, a thriving carriage trade prompted Henry Ford to build his first automobile in a rented workshop on Mack Avenue.

Henry Ford's insight that the automobile could be built most efficiently on a massive assembly line was key to lowering their costs so that eventually almost every household would come to own at least one car. The affordable automobile/truck unleashed a hurricane of productivity throughout the entire American economy. And it provided more and more good industrial jobs to the lesser educated workers. This process would be best described by a former worker:

That paradigm [of the American automotive industry] promised - and delivered - good, middle-class jobs, with middle-class benefits, to generations of families.

Between the time of Henry Ford's workshop in 1896 and 1982, car and truck production in America peaked at just over 15,000,000 units. Amazing!

By 1937, there were about 45,000 auto-workers in Flint, Michigan. Only 122 of them belonged to the nascent United Auto Workers Union. Employing brilliant and non-bloody tactics, this nascent UAW effectively crippled GM's Flint facilities, and, in about 30 days, reached agreement expressed on one page:

...that recognized the UAW as the exclusive bargaining representative for GM's employees who were members of the union for the next six months....

In the next year the UAW saw its membership grow from 30,000 to 500,000 members....

And so, the free assembly of workers into the UAW triumphed and launched what would become one of the largest unions in the country: the United Auto Workers.

Unfortunately, this phenomenon would also call into existence a completely new destructive economic force. It is called a "collective bargaining agreement." And here is a pretty good description of a collective bargaining agreement:

The collective bargaining agreement with the UAW is a heavily negotiated document the size of a small telephone book. It is virtually identical for each of the Detroit Three, owing to "pattern" bargaining, but it doesn't exist at all in their U.S. competition, the nonunionized transplants. Not only work rules, but fundamental business decisions to sell, close or spin-off plants are forbidden without permission. That permission may come, but only at a price, since everything that affects the workplace must be negotiated.

Nonetheless, the empowerment of unions by collective bargaining agreements permitted the unions to insert themselves into and co-manage much of the business processes of companies they unionized. And, this would prove to be disastrous for all parties.

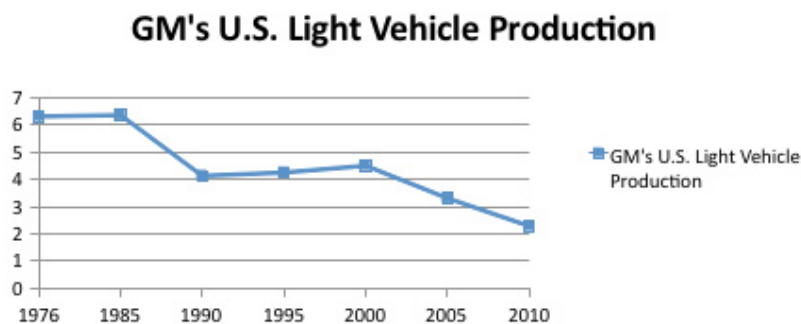
So, just 10 years after the heroic Flint Sit-Down strike, in 1947 we have data for the phenomenon called “Work Stoppages.” This data is based on a strike or lockout of at least 1,000 people.



Source: *Major Work Stoppages data calculated by the U.S. Department of Labor, Bureau of Labor Statistics.*

Behind the scenes, all was not going well with unionized companies in all industries. In 1947, there were 270 major work stoppages where at least 1,000 people were involved. They peaked in 1952 at 470 with over 2.746 million workers who were involved in strikes or lockouts. This is a tremendous amount of economic damage for all parties. Well, except maybe for the Union executives who enhanced their power by promoting discord through collective bargaining disputes. And in 1950, the population of Detroit peaked at 1,623,452.

Economic damage is exemplified by this chart of GM’s light vehicle production in the U.S.



GM was clearly disinvesting in U.S. automobile production throughout this period. But, at all times, GM remained number one in automobile production in the United States. Therefore, other legacy producers were also in the same downward trajectory.

However, the real bloodbath was against the members of the UAW. Recall that within a year of the 1937 Flint Sit-Down Strike, UAW membership reached 500,000 members. It would continue increasing to an ultimate peak in 1979 of an incredible 1,527,858 members and then collapse to just a pitiful 376,612 members by the end of 2010.

This represents billions and billions of dollars of lost wages, income, and benefits for UAW members who lost their jobs while union leadership tried to justify their jobs by inciting major work stoppages. By abusing the collective bargaining powers, the UAW caused the legacy manufacturers continual, costly disruptions and economic hardships. This would cause huge and continuing disinvestment of plants and facilities in America and ultimately result in the bastardized bankruptcy of both GM and Chrysler—and the near bankruptcy of Ford.

The leadership of the UAW sacrificed their own membership by abusing their powers of collective bargaining under which the slightest grievance could become an extremely costly work stoppage. Unfortunately for automobile manufacturers, Henry Ford's exquisite assembly line was extremely vulnerable to work stoppages. One little event could affect everything.

There is strong proof of this. Go back to the work stoppages graph and observe that in the period just before 1982, the number of work stoppages started to decline precipitously. This is a significant point in the history of automobile manufacturing in America. In 1982 Honda started to build cars in America in Marysville, Ohio. From that date forward, these workers have always been free to choose to belong to the United Auto Workers Union. As of this date, June 11, 2011, none have elected to do so:

And the non-destructive relationship that Honda had with their workers, increasingly made the UAW's intrusion into the work process look increasingly unjustified, if not capricious. Honda was and is getting along well without labor chaos. And their workers are getting along without a union.

Since Honda opened the Maryville, Ohio plant, 15 other automobile assembly plants have been built by other offshore manufacturers. These include: Toyota Motor, Nissan Motor Company, Fuji, Mercury Industries, Volkswagen Group, Hyundai Motor Company, Kia Motors, BMW Group, and Daimler AG.

All 15 of these plants have been located in Right to Work states. Right to work laws secures the right of employees to decide for themselves whether or not to join or financially support a union.

These foreign transplants are all locating in “Right to Work” states because, in those states, all workers are free to join or not to join a union. This is true democracy. Honda’s 30-year experience shows that when given a free choice, workers are not choosing unions.

The innocent victim in all this is Detroit, or any other urban community whose economy has been over shadowed by union collective bargaining agreements. Since the St. Louis metro area at one time contained a General Motors plant, a Ford plant, and a Chrysler plant, it has suffered from many of the problems of urban decay and depopulation from lack of economic opportunities because of disinvestment by the American automobile manufacturers. In the big world we live in today, industrial investment can be made almost anywhere. This includes Chattanooga, Detroit, Mexico, India, China, or wherever. GM is a top auto producer in China. Volkswagen wants to come to Tennessee (and did) and South Korean automakers want to come to Georgia. The defining factor about where they will not go is anywhere where they will be subject to unionized collective bargaining.

Urban communities which were the sites of unions’ abuse of collective bargaining will suffer from it as if from an inevitable deadly radiation. You can’t see it; you can’t feel it. But, it just keeps killing good industrial and manufacturing jobs for all workers. No one will ever make long term investments that produce great industrial jobs for lesser educated workers if there is the slightest chance that a union will be able to insert itself into the management of an employer’s manufacturing or industrial processes. They will go all over the world to avoid this.

And so the very thing that provided all those great jobs for the lesser educated are unavailable to urban communities where collective bargaining was abused by the unions. Lack of jobs inevitably leads to a loss of personal income, decay and depopulation. And these cause a further reduction in jobs. It is a continuing downward spiral as income shrinks throughout the community.

And just how desperate is Detroit today?

Laying bare the country’s most startling example of modern urban collapse, census data on Tuesday showed that Detroit’s population had plunged by 25 percent over the last decade. It was dramatic testimony to the crumbling industrial base of the Midwest, black flight to the suburbs and the tenuous future of what was once a thriving metropolis....

The number of people who vanished from Detroit — 237,500 — was bigger than the 140,000 who left New Orleans....

Detroit is the only city in the United States where the population has climbed above one million but also fallen below one million....

The reasons for Detroit's losses over the last decade include the travails of the auto industry and the collapse of the industrial-based economy.

'There's been an erosion of the nation's industrial base, and this is the most dramatic evidence of it,' Mr. Beveridge said....

With more than 20 percent of the lots in the 139-square-mile city vacant, the mayor is in the midst of a program to demolish 10,000 empty residential buildings. But for many, the city already seems hollowed out.¹

The reality is that without the opportunity of Right to Work, the right to choose not to belong to a union, there results a massive discrimination against all non-union workers to participate in a freely growing economy. New industrial investment tends to go to Right to Work states. So, job opportunities are reduced for all workers, union and non-union, where there is no Right to Work.

To put this into perspective, here is the current status of union membership:

From about 1935 to 1954, Union membership grew to about 28% of employment. But by "2010 the percentage of workers belonging to a Union in the United States was 11.4%. Union membership in the private sector has fallen to under 7%—levels not seen since 1932"²

This would result in the following approximate distribution of workers today.

Civilian Labor Force	88.6% Non-Union	155.7 million
All Union members	11.4%	17.67 million
Private Unions	7.0%	10.85 million
Public Unions	4.4%	6.82 million

¹ Business Insider: Collective Bargaining Agreements: Deadly Radiation for Urban Communities 6/21/2011

² Wikipedia: Labor Unions in the United States

Thus, just 11.4% of workers, 7% in private unions and 4% in public unions, are able to control industrial investment which effects 88.6% of the remaining work force. This is ridiculous and completely unjust!

To see how unions can destroy community assets and stifle the economic growth of an entire industry and region, like St. Louis and Missouri, let's look at an example very close to home: McDonnell Aircraft.

McDonnell Aircraft

During WWII, Lambert airport became a manufacturing base for McDonnell Aircraft. For those of us with longer memories, McDonnell Aircraft was responsible for St. Louis acquiring the nickname "Fighter Town USA". It did so by building an extraordinary family of military jet aircraft. These included the F2M Banshee twin jet Naval fighter, the F3H Demon single engine Naval jet fighter, the F101 Voodoo supersonic long range jet fighter bomber, the legendary F4 II long range fighter bomber, the F-15 Eagle in various versions, and the Navy's current top carrier based aircraft, the F-18 Hornet in various configurations. What an incredible track record!

There is no question that the McDonnell Aircraft has operated autonomously since World War II and produced one of the most sophisticated manufacturing facilities in the whole world for producing high-performance military jet-powered aircraft.

The Boeing Company came to Missouri in 1996 to buy McDonnell Douglas of St. Louis County, located on St. Louis City's Lambert Field. Then, look what happened:

WASHINGTON— Boeing Co., the world's largest commercial aircraft maker, said Sunday it would buy its long-time rival McDonnell Douglas Corp. for \$13.3 billion in stock, creating the world's largest integrated aerospace company.

It also will make Boeing a more potent competitor against Lockheed Martin Corp. and others in the military sector. McDonnell has long been an important supplier of combat aircraft not just to the United States but to many allied nations, from Britain and Italy to Malaysia and Japan.

Boeing, whose order books are overflowing, **can draw on the surplus factory capacity of the long-fading McDonnell** to make itself a more

³ Unlimited Campaign Contributions: Secularism Assaults Missouri Government by Fred N. Sauer

efficient producer. The companies will have a combined order backlog of about \$100 billion.

The combined company will be the "largest, strongest, broadest, most admired aerospace corporation in the world and by far the largest U.S. exporter," said John McDonnell, chairman of McDonnell Douglas. The companies said they anticipated no plant closures or layoffs because of the deal.⁴

As a result, thousands and thousands of skilled workers who were experts at assembling high tech jet aircraft were located in St. Louis and surrounding municipalities. They had every reason to expect a bright future!

Boeing was then, and is now, the world's largest manufacturer of commercial aircraft in the world. And they came here to take over the world's best manufacturer of military jet aircraft. For over 70 years St. Louis has been the resting place of thousands and thousands of the world's most talented workers, capable of building such sophisticated jet aircraft, as of October 2014, "Boeing already employs about 14,500 people here in sprawling facilities and that St. Louis is the headquarters for Boeing's defense, space, and security operations." ⁵

In spite of the vast reservoir of talented workers and facilities, there came a great shock.

The Boeing Company broke ground in October 2009 on a 265-acre site at the Charleston, South Carolina Airport!

The site is the major manufacturing, assembly and delivery site for Boeing commercial aircraft in the eastern United States and is one of the largest employment centers in the state. The site currently serves as one of two final assembly and delivery points for the Boeing 787 Dreamliner. The site has seen rapid investment and growth since Boeing made a number of purchases in 2008 and 2009 from its former suppliers Vought and Global Aeronautica who had factories there. The Boeing South Carolina Delivery Center, a 57,920-square-foot (5,381 m²) facility, opened on Nov. 11, 2011, and delivers South Carolina-built 787s to customers from around the world. Boeing South Carolina is only the third site in the world to assemble and deliver twin-aisle commercial airplanes.⁶

⁴ The New York Times: Boeing to Buy McDonnell Douglas

⁵ St. Louis Post Dispatch 10/13/14

⁶ Wikipedia: Boeing South Carolina

Boeing fended off the first real organizing challenge at its nonunion manufacturing stronghold, as its largest union canceled a vote aimed at unionizing some 3,175 employees of the aerospace giant in South Carolina.

The IAM, Boeing's largest union, on Friday claimed Boeing used underhanded tactics to suppress support for the vote, which was scheduled for next Wednesday, prompting organizers to call it off. Boeing dismissed those claims. The union vowed to press ahead with another attempt.

The organizing effort was the latest round in a decades long fight between Boeing and its unions. It threatened to undo Boeing's efforts to develop the South Carolina operation as an alternative to its unionized facilities in Washington state that also assemble commercial jets.

Boeing Chief Executive Jim McNerney spearheaded the launch of the South Carolina operation, which assembles Boeing's flagship 787 Dreamliner jets, in part to counterbalance the company's turbulent relations with workers in the Pacific Northwest. When Boeing announced plans to start manufacturing jetliners in South Carolina in October 2009, the IAM claimed it was retaliation for a 2008 work stoppage. **[Remember what stoppage did to Detroit!]**

The North Charleston, S.C., plant delivered just 34 of the 723 jetliners Boeing delivered last year. But the site is slated to be producing seven 787s a month by later in this decade—half of that jet's planned total output—from three a month today.⁷

Why did Boeing “fly over” St. Louis, with their great manufacturing facilities that used to be called McDonnell Aircraft?

Those in charge of locating modern manufacturing and industrial investment will do everything they can to avoid coming under the jurisdiction of Unionization and collective bargaining agreements.

Remember the seminal moment was the 1970 strike of the United Auto Workers against General Motors and other legacy automobile manufacturers. The brutal strike saddled these businesses with a high cost structure at a time when the domestic manufacturers had about 80% of the market. Boeing faced work stoppage issues in Washington State and decided to “get out of town.”

⁷ WSJ: Machinists Union IAM Cancels Organizing Vote at Boeing's South Carolina Plant 4/17/15

Volkswagen workers reject UAW in Tenn.; Union looks to Plan B to Enter South

Everything seemed to be going the United Auto Workers' way: A company actively in support, laws that don't require workers to pay dues even if they vote for a union, automatic membership in a German-style "works council" that would give employees real authority over day-to-day matters at the plant. A "yes" ballot was risk-free.

But late on Friday night, 712 employees at a Volkswagen plant in Chattanooga voted against joining the union — more than enough to overwhelm the 626 who voted in favor.

On its face, the vote was shocking to supporters.

The news is a huge blow for the UAW, which has struggled for decades to organize foreign automakers drawn to the South in part because of its low union density — a phenomenon that has dragged down wages even at Detroit's unionized Big Three. After years of discouraging losses, the UAW had staked its Southern strategy on winning this one and blamed threats and intimidation by politically motivated third parties for turning the tide against them.

The real ground game, by contrast, came by way of a dedicated core of anti-union workers who handed out fliers, voiced their opposition through a Web site and social media, and held a big meeting Feb. 8 to make their case. "It just spread," said Mike Jarvis, in a group gathered outside the news conference in the rain on Friday night, wearing blue T-shirts with a crossed-out UAW. "I told two people who told four people who told eight people, like a pyramid kind of thing."

Of course, the UAW had other headwinds, besides political animosity and the lack of a bogeyman to campaign against. Detroit's bankruptcy last fall cast a shadow over its efforts, as union opponents effectively tied imagery of the belly-up city to bloated union benefits. That legacy has left the autoworkers with an even more negative impression in the eyes of those who may never have met a union worker — or never thought they did.⁸

⁸ The Washington Post: Volkswagen workers reject UAW in Tenn.; Union looks to Plan B to Enter South 2/15/14

I have business that takes me into the South where most of the new automobile plants have been built. The growth of the surrounding areas over a period as long as ten years is incredible. And everyone in the communities is benefiting and prospering dramatically.

Boeing was fleeing from collective bargaining and union controlled mismanagement when they flew over St. Louis and their Lambert Field manufacturing facilities on the way to Charleston, South Carolina.

This mention of Detroit is most appropriate. As the foreign manufacturers contended to take “market share” away from the domestic manufacturers, investment by these manufacturers in Detroit declined and declined. Jobs were lost and people deserted the city. In a cruel irony for the United Auto Workers, their wild 1970 strike wounded them as much as the manufacturers.

And the United Auto Workers membership followed the same collapsing curve: “Within a year of the 1937 Flint sit down strike, UAW membership reached 500,000 members. It would continue increasing to an ultimate peak of 1,527,858 members and then collapse to just a pitiful 376,612 members by the end of 2010.”

And as observed at the outset, Detroit itself collapsed and ultimately went bankrupt.

Missouri: The Red State That Is Blue

St. Louis in particular was probably the second largest collection of automobile manufacturing after Detroit. And therefore, the desertification of St. Louis, whose population fell from 850,000 in 1950 to 318,416 over 63 years, is on the same course as Detroit.

- The collective bargaining agreements burdening management.
- Work stoppages.
- The high cost structure inspired by the 1970 strike.
- The resultant elimination of additional investment by the legacy American automobile manufacturers as their market share collapsed in the face of imports.

Where Are We Today? Red State, Blue Politics

Missouri, and therefore St. Louis, is surrounded by 6 Right to Work states: Iowa, Tennessee, Arkansas, Oklahoma, Kansas, and Nebraska. Even Michigan, the home of Detroit, has passed a Right to Work law.

One of the worst discriminations in America is that the 7% of the private workforce that belongs to Unions prevent industrial investment that would offer excellent employment to the other private workers, from coming into states without Right to Work. Right to work laws secure the right of employees to decide for themselves whether or not to join or financially support a union. And that is true democracy!

There will be more job opportunities for everyone, including trade union workers, if Right to Work exists.

Missouri is really a Red State, like our six neighbors who have Right to Work.

The economy is dominated at the federal level by: the slowest recovery from a recession ever; the doubling of the national publicly held debt from about 6.0 trillion dollars in 2008 that took over 200 years to acquire; to over 12.0 trillion dollars in just the next four years; the attempted destruction of the best health care system in the world by ObamaCare; a massive expansion in government provided benefits, jobless benefits, costly regulations in energy and business, the Federal Reserve printing money in unprecedented amounts which will ultimately produce the devaluation of the dollar.

Nonetheless, there are unprecedented reforms going on in the Red States. Instead of crippling their economies like the federal government is doing, these state governments are undertaking structural reforms that are making them attractive places to do business. Such reforms include: reform of labor laws to attract outside investment, educational choice, eliminating wasteful regulations, lowering taxes, cutting government expenditures and balancing budgets.

Here is how the voters of Missouri have voted on definitive issues in recent election cycles:

1994	Statutory Limitations on Campaign Contributions
1996	Amendment Defining Marriage Between a Man and Woman
2000	George Bush, President—Pro-life
2004	George Bush, President—Pro-life
2008	McCain for President—Pro-life
2012	Romney for resident—Pro-life (=18 points)
2012	Republican Veto-proof Majority of Missouri General Assembly
2012	Missourians Rejected ObamaCare Insurance Exchange in Missouri
2012	Republican Majority in Missouri General Assembly Rejected Medicaid Expansion

In spite of these clear political leanings, Missouri has not been able to join its six neighboring states in achieving Red State Reform. Why?

Nevertheless...Missouri lawmakers send Nixon Right to Work measures:

JEFFERSON CITY • Jeff Hayes can remember walking door-to-door with his father in 1978, urging voters to defeat a ballot proposal barring unions from collecting fees from nonmembers.

Almost 40 years later, Hayes, from Kansas City, found himself at the Capitol on Monday fighting that exact same fight again.

But the Missouri Legislature doesn't agree. The House voted 92-66 Wednesday to send the measure to Gov. Jay Nixon, who is against "right-to-work."

Currently, 25 states let workers choose whether to join a union, according to the National Conference of State Legislatures. Those states still have unions, but workers cannot be required to become members.

In those states, unionization rates and wages are lower, but employment has increased, according to a 2012 Congressional Research Service report. **[If you doubt, go visit any community that has one of the 15 new foreign automobile plants.]**

However, the report stated that it is not possible to determine if the data is related to the passage of right to work.

Union membership already is decreasing in Missouri. In 2011, 10.9 percent of workers — or 275,000 — were union members. Three years later, 8.4 percent of workers — or 214,000 — were union members, according to the U.S. Bureau of Labor Statistics.

Rep. Clem Smith, D-Velda Village Hills, said he didn't understand the attention paid to such a low percentage of the workforce.

"So, are you telling me the 92 percent is so scared of the 8 percent?" he said Wednesday.⁹ **[No, the 92% is sick and tired of losing job opportunities in industrial investment because 8% of the work force belongs to a Union!]**

And in the end Right to Work is not about workers, it is about politicians getting money. The money flows from the dues of the workers to the executives managing the Unions to the politicians whom the executives want to do their will.

JEFFERSON CITY, Mo. (AP) _ Democratic Missouri Gov. Jay Nixon has received a \$50,000 campaign contribution from the United Automobile Workers.

⁹ St. Louis Post Dispatch: Mo. Lawmakers send Nixon "right-to-work" measure 5/13/15

The donation posted in campaign finance documents this week came on June 10, less than a week after Nixon vetoed a contentious right-to-work measure.

The donation to Nixon was listed as coming from the UAW's international headquarters in Detroit. A public relations official said a representative from the union was not immediately available to comment Saturday.¹⁰

But, \$50,000 from the United Auto Workers' Union is just the "tip of the iceberg." The State of Missouri has "no limits" on campaign contributions for political office holders. To really understand why Jay Nixon doesn't give a hoot about what the Missouri General Assembly sends him, we have to look deeper into his treasure trove of those who purchase his real loyalty.

Missouri's Blue State Governor, Jay Nixon

Obviously, a lot has been written about Jay Nixon, who apparently had a private law practice for about five years after leaving University of Missouri Law School. At that point, he was elected to the Missouri Senate. He has been a government employee of Missouri for a long, long time. But to really understand anything that has been written or reported about Jay Nixon, we need to look at a whole lot of numbers. These numbers will give anyone a context within which words written about Jay Nixon can be much more easily understood.

The data is provided by the Missouri Ethics Commission and includes only contributions that are greater than or equal to \$5,000:

- Total contributions of \geq \$5,000 amounted to \$15,348,650.
- In descending order, the first 15 individuals or entities accounted for \$7,740,211 or 50.43% of the \$15,348,650.
- In descending order, the first 50 individuals or entities accounted for \$11,201,445 or 72.98% of the \$15,348,650.

Now compare this to an approximation of federal campaign limits: \$2,500 per primary election and \$2,500 for the general election.

¹⁰ Fox2: Nixon gets \$50k from UAW days after veto on right to work 6/13/15

Contributors	Primary Total Potential for Primary (Federal Limits)		General Total Potential for General (Federal Limits)		Total Potential for Election Cycle		Nixon's Unlimited 2 Cycles
	Amount	Total	Amount	Total	2008	2008 + 2012	
15	\$2,500	\$37,500	\$2,500	\$37,500	\$75,000	\$150,000	\$7,740,211
50	\$2,500	\$125,000	\$2,500	\$125,000	\$250,000	\$500,000	\$11,201,445

The last two columns need to be chiseled into our brains. In the case of just 15 people in two election cycles, two primary elections and following two general elections, a candidate under the \$5,000 limit could collect \$150,000. Under Missouri's Unlimited Contributions, the same number of people or entities gave Nixon \$7,740,211. This is \$516,014 per capita—insane!

In the instance of 50 people under the \$5,000 limit, the candidate could have received \$500,000. Under Unlimited Campaign Contributions the first 50 candidates gave Nixon \$11,201,445, or \$224,028 per capita. This is also insane.

Another way of looking at this is that to get \$15,348,650 at the \$5,000 limit, Nixon would have had to go out and persuade 3,069 individuals to give him the \$5,000 limit! Who do you think gets Nixon's loyalty with unlimited campaign contributions?

Comparing and contrasting these two sets of money calculations should reveal to you the real horror of Missouri's Unlimited Campaign Contributions. Below is the complete list of Jay Nixon's top 50 contributors:

Rank	Name	Amount	Cumulative Amount	Cumulative %
1	Democratic Governors Association	\$3,285,000.00	\$3,285,000.00	21.40%
2	Missouri Democratic Governors Association	\$732,885.48	\$4,346,385.48	26.18%
3	The Padberg & Corrigan Law Firm	\$671,310.00	\$4,689,195.48	30.55%
4	UAW Region 5 PAC	\$525,000.00	\$5,214,195.48	33.97%
5	AFSCME	\$500,000.00	\$5,714,195.48	37.23%
6	SEIU	\$350,000.00	\$6,064,195.48	39.51%
7	Carey & Danis LLC	\$251,102.76	\$6,315,298.24	41.15%

8	Michael Ketchmark	\$220,912.78	\$6,536,211.02	42.58%
9	Simmons Attorneys at law	\$210,000.00	\$6,746,211.02	43.95%
10	Gray, Ritter & Graham	\$200,000.00	\$6,946,211.02	45.26%
11	Industry Advancement Fund	\$190,000.00	\$7,136,211.02	46.49%
12	Carpenters' District Council	\$160,000.00	\$7,296,211.02	47.54%
13	Stueve Siegel Hanson	\$150,000.00	\$7,446,211.02	48.51%
14	United Food & Commercial Workers International	\$150,000.00	\$7,596,211.02	49.49%
15	Ken McClain	\$144,000.00	\$7,740,211.02	50.43%
16	Burns & McDonnell	\$135,000.00	\$7,875,211.02	51.31%
17	Strong Garner & Bauer	\$135,000.00	\$8,010,211.02	52.19%
18	Western Missouri & Kansas Laborers' District Council	\$132,500.00	\$8,142,711.02	53.05%
19	Anheuser Busch Companies	\$130,000.00	\$8,272,711.02	53.90%
20	Express Scripts Inc	\$130,000.00	\$8,402,711.02	54.75%
21	UA Political Action Fund	\$125,000.00	\$8,527,711.02	55.56%
22	Dollar, Burns & Becker	\$122,500.00	\$8,650,211.02	56.36%
23	Eastern Missouri Laborers' Educational & Benevolent Fund	\$122,500.00	\$8,772,711.02	57.16%
24	Pipefitters & Plumbers	\$121,000.00	\$8,893,711.02	57.94%
25	AT&T	\$117,150.00	\$9,010,861.02	58.71%
26	Sheet Metal Workers Local	\$105,000.00	\$9,115,861.02	59.39%
27	Cerner Corporation	\$100,000.00	\$9,215,861.02	60.04%
28	James B Nutter	\$100,000.00	\$9,315,861.02	60.69%
29	Kansas City Power & Light Co	\$100,000.00	\$9,415,861.02	61.35%
30	Larry Neff	\$100,000.00	\$9,515,861.02	62.00%
31	Missouri State UAW	\$100,000.00	\$9,615,861.02	62.65%
32	NEA Fund for Children & Public Education	\$100,000.00	\$9,715,861.02	63.30%
33	Shamberg Johnson & Bergman	\$100,000.00	\$9,815,861.02	63.95%

34	Davis, Bethune, & Jones	\$97,500.00	\$9,913,361.02	64.59%
35	Langdon & Emison	\$97,500.00	\$10,010,861.02	65.22%
36	Teamsters Local	\$95,250.00	\$10,106,111.02	65.84%
37	Ironworkers Political Education Fund	\$90,000.00	\$10,196,111.02	66.43%
38	Midwest Region Laborers'	\$90,000.00	\$10,286,111.02	67.02%
39	Missouri Drive Fund	\$90,000.00	\$10,376,111.02	67.60%
40	Benchmark Healthcare LLC	\$87,500.00	\$10,463,611.02	68.17%
41	Ameren UE	\$85,000.00	\$10,548,611.02	68.73%
42	Thompson Coburn LLP	\$85,000.00	\$10,633,611.02	69.28%
43	Noranda Aluminum, Inc	\$80,000.00	\$10,713,611.02	69.80%
44	Shaffer Lombardo Shurin	\$76,050.00	\$10,789,661.02	70.30%
45	The Hershewe Law Firm	\$75,000.00	\$10,864,661.02	70.79%
46	LIUNA PAC	\$70,000.00	\$10,934,661.02	71.24%
47	Clayco	\$69,634.91	\$11,004,295.93	71.69%
48	Robert Blitz	\$67,150.00	\$11,071,445.93	72.13%
49	IBEW Educational Committee	\$65,000.00	\$11,136,445.93	72.56%
50	IUPAT	\$65,000.00	\$11,201,445.93	72.98%

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Does this make you sick?

With this data in mind let's see to whom Jay Nixon listens. Here are the broad classifications of Contributors making up the Top 50.

¹¹ Adapted from *Unlimited Campaign Contributions: Secularism Assaults Missouri Government* by Fred N. Sauer

	Total \$	% of Total	% of Top 50
DGA	\$3,285,000	21.4%	29.3%
Unions	\$2,966,250	19.33%	26.48%
Lawyers	\$2,559,025	16.67%	22.85%
Healthcare	\$317,500	2.07%	2.83%
Other	\$2,073,670	13.5%	18.5%

The first \$3,285,000 comes from the Democratic Governors Association (DGA) and amounts to 21.4%, about one fifth, of Jay Nixon's \$5,000 or greater contributions, which total over \$15,348,766. DGA is a "political organization formed to support the election of Democrats to the office in all the states and territories of the U.S."¹²

We calculate the percentage of the following broad classification:

		Cumulative %
Democratic Governors Association	21.4%	21.4%
Unions	19.3%	40.7%
Lawyers	16.6%	57.3%
Healthcare	2.1%	59.4%
Other	13.5%	72.9%
	72.9	

The members of these broad classifications gave Jay Nixon \$11,201,445, or 72.9% of his \$15,000,000 of contributions. Note well that the second largest group is unions, at \$2,966,250. This is more like a feudal monarchy than representative government. And this is why the Red State Missouri is trapped as a Blue State.

The facts are clear that "Right to Work" or, the freedom to not join a union, boosts the industrial economy. Every state would be "Right to Work" by now if it were not for the political class that is addicted to the out-sized contributions of unions, whose executives essentially pay politicians to keep them in power.

When it comes to representing the people of Missouri, Jay Nixon obviously doesn't care about the 88% of workers who do NOT belong to a union. He is much more interested in his personal "political net worth" and maximizes it by standing for 7.4% of the workforce who join unions, for the most part involuntarily.

¹² Adapted from *Unlimited Campaign Contributions: Secularism Assaults Missouri Government* by Fred N. Sauer