



From A to B

When I was in the sixth grade, my teacher asked me and my classmates what we wanted to be doing when we were 30 years old. I honestly can't recall what my answer was. But I do clearly remember thinking that 30 was really, really old and by then we would be zooming around in "Jetsons"-like cars and eating food that came in a cube and was prepared by adding water to it.

Well, I'm long past 30—an age I no longer think is old—and my truck doesn't fly and my food doesn't magically appear before my eyes by adding a little water.

Still, I never expected cell phones that could get the Internet, play music and help me with driving directions. Pause live television? Not a chance. And I'm always amazed at how much smaller and slimmer computers become. The list could go on and on.

But with all this new technology, there remain certain functions about our daily lives that require doing things the old-fashioned way. Like physically getting something from point A to point B. There are no teleportation devices.

The point I'm getting at is this: Even with all our modern advances and our need for speed, there is still a demand for the delivery of physical things and the service that we as letter carriers provide. And if we aren't there to deliver, somebody else will.

To prove my point, you need only scan the headlines in the media. Recent items reported more companies already making plans for what they would do if the Postal Service cuts a day of delivery.

Jane Glazer, the president and founder of QCI Direct, a catalog and e-commerce company, was quoted in *DM News* as saying, "The Postal Service delivered on Saturdays, and that was one of the advantages of using it. Now they might take away that advantage, and so I have to think twice about how I'm going to ship to my customers if that's the case." The article also noted other companies that are worried about time-sensitive offers to consumers and how to deliver those offers if mail service were reduced to five days.

The *Detroit Free Press*, in a note to its readers, announced that its newspaper would soon be available for

home delivery in some areas by independent newspaper carriers. Why were they taking this step? One of the reasons they listed was because the Postal Service was seeking to stop mail delivery on Saturdays.

The damage is already happening. We have to stop the Postal Service from making such a big mistake.

Last month, the NALC launched the "Save Saturday Delivery" campaign, which aims to educate members of Congress, as well as the general public, about what it's really going to take to fix the Postal Service.

Branch leaders are being asked to reach out in their communities to encourage opposition to the elimination of Saturday delivery, both in Congress and within the Postal Regulatory Commission, which is conducting a formal review of the USPS proposal for weekday-only collections and delivery. Its advisory opinion, which will be released by the end of the year, could be influential in Congress—the only body with the power to approve the USPS plan.

NALC congressional district liaisons and state chairs are to organize in-district visits with House and Senate members and organize letter-writing campaigns aimed at key legislators.

Saturday delivery is crucial for the Postal Service's long-term survival. Without it, USPS will be less competitive and mail demand will decline. We know there are thousands of businesses and organizations, big and small, that depend on Saturday delivery. We know that no company can downsize itself to health. We know five-day is the wrong way to save the Postal Service.

But we cannot win this fight in Washington alone. We need every member's help in educating our communities, our customers and our political leaders. I urge every member to get involved and help save Saturday delivery. The future of the Postal Service is at stake.

I believe that 20 years from now, my truck still won't fly. And getting things from point A to point B should be done by this nation's letter carriers—not someone else. Call me old-fashioned.

