

STATE OF CONNECTICUT
SITING COUNCIL

Homeland Towers and
New Cingular Wireless PCS, LLC
Application for a Certificate of Environmental
Compatibility and Public Need for the construction,
Maintenance, and operation of a telecommunications
Facility located at
Old Stagecoach Road, Ridgefield, Connecticut.

: DOCKET # 445

: APRIL 15, 2014

AFFIDAVIT OF IAN M. DOW

I, Ian M. Dow, the undersigned, being duly sworn, do depose and say:

1. I am over the age of eighteen and believe in the obligations of an oath.
2. A true and accurate copy of my pre-filed testimony for use before the Connecticut Siting Council attached hereto as Exhibit A.
3. I am the author of the attached pre-filed testimony and believe the facts contained therein are true and accurate to the best of my knowledge and belief.

FURTHER the deponent sayeth not.



Subscribed and sworn to before me this 15th day of April, 2014.



Commissioner of the Superior Court
Notary Public

My commission expires: Aug. 31, 2018

Exhibit A

The word Aspen, as in Aspen Ledges Rd., Ridgefield CT is a corruption of the word Algonquin Native American Nation's name of Asproom. The mountain was a fertile and frequently visited hunting ground for the local Cadatawan Tribe that inhabited the area known as Ridgefield, CT today. As such, it became an attraction for the first British / European colonists that founded the town of Ridgefield in 1777. It is believed that the Ridgebury mountain trail became a convenient transportation route for settlers to move to and fro from the center of Ridgefield to the colonial village of Ridgebury, that had its own distinct village center, with three churches, two taverns, two inns, stables, farms, markets and a multi-acre & distinct cemetery. The section of Ridgefield today known as Ridgebury, derives its name directly from this 18th Century Pre/Post Revolutionary War colonial village. Ridgebury today is situated in the same geographic, northern area of the town.

The Ridgebury Mountain trail was the sight of two geographic strategic military movements during the American Revolution and its' overlooked significance influenced further British attempts to invade or occupy the interior of the State of Connecticut. During the Spring of 1777, winter melt and spring storms would have made a slow trudge over steep terrain checkered with water features, not easily or speedily traversed by numerous men, horses and artillery.

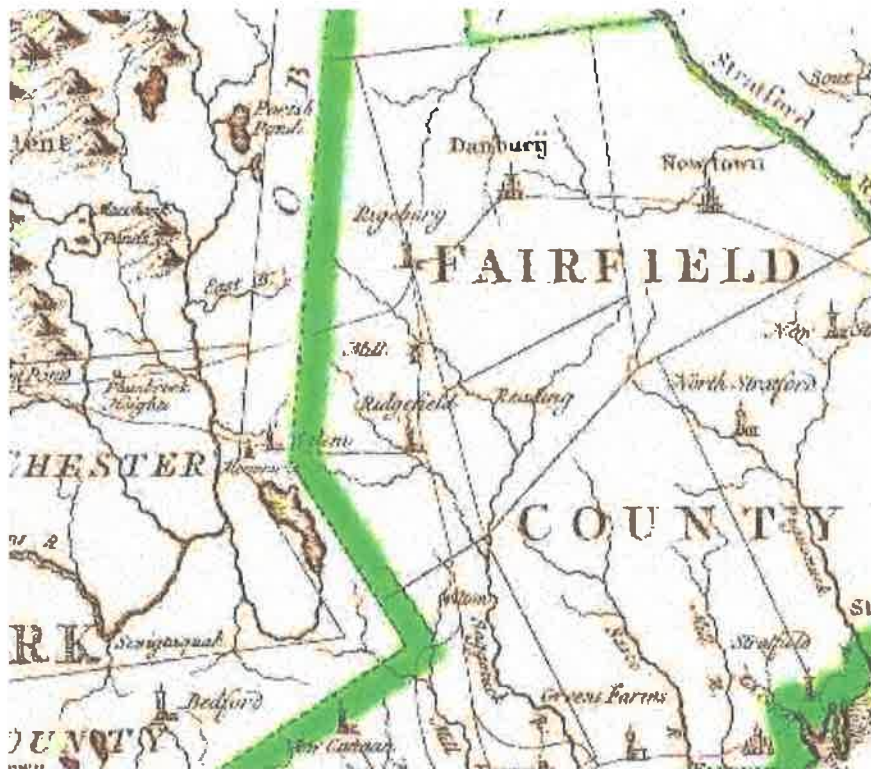
The Ridgebury congregational Church has records in its' ledger that record the British firing on the Church briefly as they were passing through. The stagecoach path would have almost certainly been the most logical and strategic route over the Ridgebury Ridgeline, and. Once the bottom where ledges Road is today was reached, the British advanced over the Asproom Bridge at the base of the mountain and through to what is now Route 116 in Ridgefield. Once there, the militia in the area of where Ramapo Road and Route 116 meet, encountered resistance onto one of the most notable military engagements, where General Wooster closed on their British rear flanks, was mortally wounded, allowing the British garrisons precious time as they approached the militia who had circled at beat the British to the center of Ridgefield.

These few, mobile and advanced troops were led by the infamous (traitor-to-be) Gen. Benedict Arnold who was able to flank the British and helped raise emergency barricades at the town center's entrance, to slow, detour or repel the British advance. The British fought their way street by street through the center of Ridgefield while the Militia formerly led by the now mortally wounded Gen. Wooster, closed in again from the rear of the British position. It is worthy to note that Gen. Benedict Arnold would later defect and betray the colonial cause for Independence, when Gen. Arnold felt strategic victories were not recognized by the Continental Congress. Although, The Battle of Ridgefield was definitive British victory, strategically British forces never again encroached upon the Connecticut colonial townships on the interior of Connecticut.

The Aspen Mill Bridge is the likely location of British troop crossing as this is the narrowest point past Lake Nanareka and is situated at the base of the Asproom Mountain stagecoach trail. The stagecoach trail would have been the preferred method for rapid descent on their escape from the village of Ridgebury. This route was chosen primarily due to the stagecoach trail having been better designed to transport hundreds of soldiers and artillery pieces, in the shortest amount of time. Given that stagecoaches and their horse teams regularly had to traverse similar terrain expeditiously and safely given the steep elevated terrain afforded by the southern face of Ridgebury Mountain and the Western face of Barlow Mountain, the stagecoach trail was the most logical choice for the British.

As such the existing stagecoach trail the exists between the intersection of Old Stagecoach Road & Aspen Ledges Road and the trail's descent and linkage to Ledges Road and the Aspen Mill Bridge crossing, is the last and perhaps best preserved portion of this historically critical landscape and infrastructure feature





In addition to this evidence I present on April 27, 1777 Gen. Howe, via Philip Stephens Esq' Secretary of the Admiralty." writing back to his commander in Britain describing the events after raid on Danbury. This report is found in its' entirety in William Edgar Grauman's collection of Revolutionary War soldiers and their first hand accounts of their services during the war. The book is entitled, 'Revolutionary soldiers of Redding Connecticut and the record of their services.'¹

A screenshot from the E-Book Full Text version, provided by the United States Library of Congress at

http://www.archive.org/stream/revolutionarysol00grum/revolutionarysol00grum_djvu.txt
is included as follows:

¹ William Edgar Grauman. 'Revolutionary soldiers of Redding Connecticut and the record of their services.' Hartford, NJ.1904. Reprinted. Ulan Press (August 31, 2012) p.46-47.

also consumed, not all of it, however, by fire. The soldiers indulged freely in liquor, and its effects soon became evident in carousals, disorderly conduct, and, finally, in the stupor of intoxication.

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"The fat from the stores," said an eye witness, "was, in some places, over shoe-deep in the streets." A quantity of tar and tallow was included in this material, and when fire was communicated to the mass a tremendous conflagration resulted. Some buildings ignited, and others are said to have been set on fire, and soon a considerable portion of the town was in flames. In this hapless condition, with rain falling, stores and buildings burning, and drunken soldiers carousing in their streets, the terrorized inhabitants of Danbury passed the night.

While these events were transpiring the forces of Wooster and Arnold were assembling and pressing forward in pursuit. A rainstorm had set in, causing considerable delay and difficulty in rallying the ill-disciplined militia of the invaded region. The American troops did not reach Redding Ridge till eight o'clock in the evening, six hours after the British had reached their destination. They numbered some five hundred men, under Gen. Silliman, with a few pieces of artillery, and some light horse accompanying Generals Wooster and Arnold. The latter officer seems to have anticipated intercepting the British advance somewhere in this vicinity, and was deeply chagrined at the news of the enemy's success in reaching their objective point; the vehement and sulphurous language in which he gave vent to his feelings smote painfully upon the ears of his astonished listeners. The column presently moved toward Bethel and, having reached that point, bivouacked as best it might in the driving northeast storm, in sight of the conflagration at Danbury.

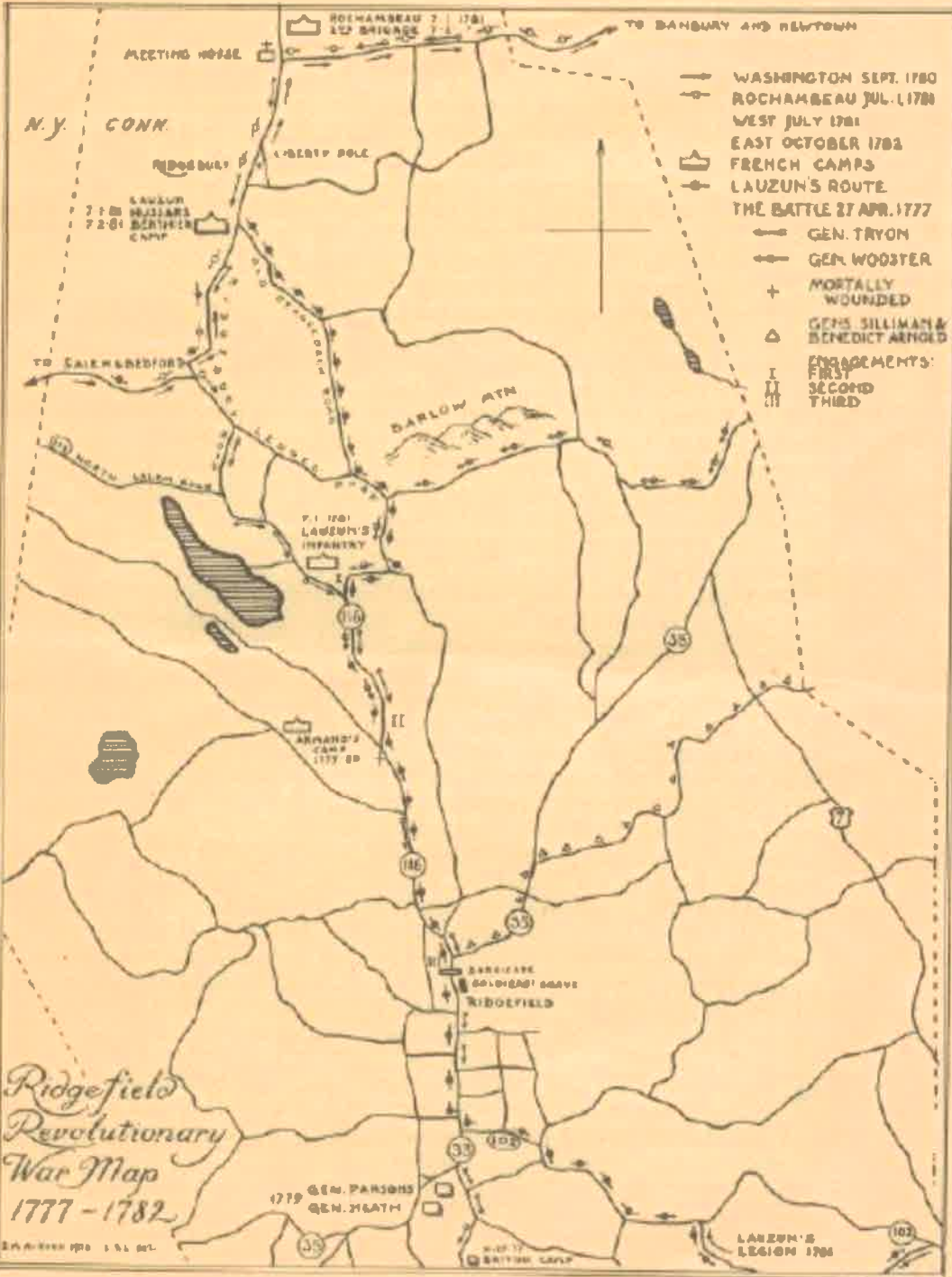
With the dawn of the Sabbath morning General Tryon, having accomplished the main purpose of the expedition, made immediate preparations for the evacuation of Danbury. His troops fell into line and, with the prisoners under safe escort, moved out over Ridgebury Hill on their return to the place of embarkation, leaving the smouldering ruins of Danbury behind them. Wooster, with two hundred men, followed immediately upon the British rear, while Arnold and Silliman, with five hundred more, moved by another route toward Ridgefield. What road Arnold took is not known - his most feasible course was to push through the deep defile of the Sugar Hollow, whence a rapid march would enable him to gain the head of Ridgefield street, while the enemy were delayed by

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the work of destroying stores and by the menaces of Wooster's corps.

As the British moved on, they discovered and destroyed other stores, as stated, and presently found themselves coming into close quarters with their opponents. Upon every eminence they found a body of troops posted to contest their advance. At nine o'clock they halted for breakfast, and this opportunity was evidently improved by Wooster for the purpose of striking a blow. Leading his men forward, he struck the British rear with such impetuosity as to throw it into confusion, taking forty men prisoners. At eleven o'clock, as the enemy were nearing Ridgefield, Wooster again led his troops to the attack, but received a ball in his spine as he turned to encourage his men, and fell mortally wounded. Unwinding his sash from his body, the soldiers placed him upon it, and bore him from the field. His men fell back in disorder, but were rallied by the aid-de-camp, Capt. Stephen Rowe Bradley, and withdrawn from further pursuit. The pressure upon the British rear being relieved, Tryon's troops advanced to attack the force under Arnold, now entrenched in their front.

Upon arriving at Ridgefield, Arnold's troops had constructed across the north end of the village street a barricade composed of such materials as could be hastily gathered, behind which about two hundred men were posted, the remainder being stationed on the flanks, and in this position anxiously



Map found in Ridgefield Historic Society's electronic archive. This map clearly shows the Route that the British took along the stagecoach road. The only portion of the stagecoach road route that is still largely intact is the portion whose entrance can still be found at the intersection of Aspen Ledges. And Old Stagecoach Rd. in Ridgefield, CT.