

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE: Pennsylvania	
COUNTY: Delaware	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

1. NAME

COMMON:  
Chadds Ford

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:  
Intersection of U. S. #1 and Penna. Route #100

CITY OR TOWN:

STATE: Pennsylvania CODE: 42 COUNTY: Delaware CODE: 045

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input checked="" type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Building <input type="checkbox"/> Structure <input type="checkbox"/> Object	<input type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input checked="" type="checkbox"/> Museum	<input type="checkbox"/> Park <input checked="" type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify)
Yes: <input checked="" type="checkbox"/> Restricted <input type="checkbox"/> Unrestricted <input type="checkbox"/> No			

4. OWNER OF PROPERTY

OWNER'S NAME:  
Different Owners

STREET AND NUMBER:

CITY OR TOWN: STATE: Pennsylvania CODE: 42

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:  
Delaware County Court House and Chester County Court House

STREET AND NUMBER:

CITY OR TOWN: MEDIA AND WEST CHESTER STATE: Pennsylvania CODE: 42

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:  
Pennsylvania Register of Historic Sites and Landmarks

DATE OF SURVEY: 1970  Federal  State  County  Local

DEPOSITORY FOR SURVEY RECORDS:  
Pennsylvania Historical and Museum Commission

STREET AND NUMBER:  
Box 1026

CITY OR TOWN: Harrisburg STATE: Pennsylvania CODE: 42

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DATE

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## 7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input checked="" type="checkbox"/> Altered	<input type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (If known) PHYSICAL APPEARANCE

EIGHTEENTH CENTURY:

The 500 acre tract on which the village of Chadds Ford stands today remained intact until 1786. Francis Chadsey (Chad, Chads, or Chadds), to whom William Penn granted the land, built a grist mill on the Brandywine Creek at the present site of the village in 1703. He built at least two houses near there. The one was near the Creek. The other, a brick house built on higher ground, later became a tavern. Neither the houses nor the mill stand today.

Francis Chadsey died in 1713 leaving the land to his son, John Chadsey. John built a stone house and springhouse on a hill overlooking the meadows along the Brandywine before 1726. This house stands beside Route 100 at the northernmost edge of the village, as we know it today. It is being restored and the Chadds Ford Historical Society will use it for it's headquarters.

John Chads enterprises prospered. In 1731 he received a license to use the brick house for a tavern. Five years later the Provincial Assembly granted him a license to operate a ferry across the Brandywine on the great road to Nottingham, (now U. S. #1). Chad and others operated the ferry until a bridge was built in 1829. During the Battle of the Brandywine, September 11, 1777 the brick tavern was damaged. The 1798 window tax records indicate that a log house & mill still stood at that time. In 1868, when the Merchant (Brinton) Mill was built workmen unearthed what were believed to have been the foundations of Francis Chadsey's Mill.

Therefore, at the close of the eighteenth century we know that a brick house, stone house, barn, shed and springhouse, a log cabin, a ferry, ferry house, the remnants of a grist mill, a cooper shop, and miscellaneous sheds occupied the present site of the village. Only the stone house and springhouse remain.

(The Chad House and Spring House are described in greater detail in individual applications)

NINETEENTH CENTURY:

The site's appearance changed little during the first decades of the nineteenth century. In addition to the eighteenth century building an 1814 tax record states the area which is now the village contained two - 2-1/2 acre plots of land on the north side of the present U. S. Route #1. The eastern lot contained the stone Inn built in 1810. The owner of the western lot paid taxes on two frame dwellings, a stone smith's shop and a shed. In 1841 the county taxed the leasor of this tract for two log houses and two shops, indicating that the frame buildings in the earlier account may have been log. None of these buildings are standing.

The beginnings of a village were there. People gravitated to the Inn. Children attended school in the upper room of the Chad spring house. Hetty Brown, the ferry operator, sold beer and cakes at the old ferry house. Benjamin Davis operated a store at Chads Ford in 1806. There was a black-

(Cont.)

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7. Description(cont.)

smith's shop.

The 1840's marked a distinct change in the village's growth. Between 1840 and 1850 five houses were built along Brinton's Road (now Pa. Route #100). When the Baltimore Central Railroad crossed the Brandywine at Chadds Ford in 1858 the village was a town, serving the needs of the farming region in which it was located. In 1864, George Brinton built the Merchant Mill beside the Brandywine. In 1884 residents built a church, which is now used as a town hall, south of the Great Road. People moved to the village and built their houses there. By the turn of the century the town was much as we know it today.

Today Chadds Ford is a sleepy village at the cross roads of U. S. Route #1 and Penna. Route #100. The map illustrates the layout of the village. The shops are designed to blend with the older buildings in the town. The most glaring non-conforming use is the gas station on the southwest corner of the intersection of Route's #100 and #1. The photographs appended to this report provide a visual description of the village.

8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- Pre-Columbian |  16th Century |  18th Century |  20th Century  
 15th Century |  17th Century |  19th Century

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- |  |  |  |  |
|--|--|--|--|
| <input type="checkbox"/> Aboriginal              | <input type="checkbox"/> Education           | <input type="checkbox"/> Political           | <input type="checkbox"/> Urban Planning  |
| <input type="checkbox"/> Prehistoric             | <input type="checkbox"/> Engineering         | <input type="checkbox"/> Religion/Philosophy | <input type="checkbox"/> Other (Specify) |
| <input checked="" type="checkbox"/> Historic     | <input type="checkbox"/> Industry            | <input type="checkbox"/> Science             | _____                                    |
| <input type="checkbox"/> Agriculture             | <input type="checkbox"/> Invention           | <input type="checkbox"/> Sculpture           | _____                                    |
| <input checked="" type="checkbox"/> Architecture | <input type="checkbox"/> Landscape           | <input type="checkbox"/> Social/Humanitarian | _____                                    |
| <input type="checkbox"/> Art                     | <input type="checkbox"/> Literature          | <input type="checkbox"/> Theater             | _____                                    |
| <input type="checkbox"/> Commerce                | <input checked="" type="checkbox"/> Military | <input type="checkbox"/> Transportation      | _____                                    |
| <input type="checkbox"/> Communications          | <input type="checkbox"/> Music               |  | _____                                    |
| <input type="checkbox"/> Conservation            |  |  | _____                                    |

STATEMENT OF SIGNIFICANCE

The village of Chadds Ford is reminiscent of many long-since demolished or altered hamlets which have dotted the Pennsylvania countryside throughout her history. Unlike other villages, however, Chadds Ford has not been despoiled by non-conforming uses.

U. S. Route #1, the great artery connecting Philadelphia and the south is still an important thoroughfare. Route #100 remains a meandering country road leading to Wilmington to the south and West Chester to the north. Chadds Ford's history is entwined with that of these roads, but the village has managed to exist without making highways the dominating feature of the village. A single modern gas station reflects the need to service travellers cars as they pass through Chadds Ford. Were the four lane Route 1 to return to the narrow track which preceded it, the villagers would not care. They are more interested in protecting the historical and aesthetic qualities of their community than in hastening the movement of people and goods from one city to another.

During the Battle of the Brandywine, September 11, 1777, the American army was encamped around the village. Washington posted Greene's division, Wayne's brigade and Maxwell's light infantry to cover the Ford. He expected the main thrust of the British offense there. However, the British forces crossed the Creek to the north and most of the fighting took place northeast of the village. Only light skirmishing occurred at Chadds Ford village.

In the eighteenth century Francis Chadsey's Mill played an important role in the commercial prosperity of the village and the surrounding countryside. One of the earliest mills in the region, it provided a much needed service to the residents of the frontier. In the nineteenth century the Merchant Mill ground local grain for export, as well as for local needs, for although the plains states had superseded Pennsylvania as the "bread basket" of the country Brandywine grain was still an important commodity.

The village architecture is typical of the region. It is not grand, nor is it particularly outstanding. The significance of the village of Chadds Ford architecturally is in it's simplicity and the degree to which it has not been changed. Chadds Ford was the home of solid middle-class citizens. Its architecture reflects their tastes. The town compliments rather than subjugates the rolling landscape upon

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8. Significance

which it is situated. Unconsciously the people who built there adapted themselves to the countryside.

There was one exception to the architectural simplicity of Chadds Ford. It is the John Chad house built in 1726, which is described in greater detail on a separate form.

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THE VILLAGE OF CHADDS FORD IN 1925 DID NOT DIFFER FROM THE VILLAGE TODAY AS MUCH AS ONE WOULD EXPECT. THE ROW OF HOUSES (#5) ALONG PENNA. ROUTE 100 STILL STAND ALTHOUGH THE BARNS ON THE CREEK SIDE OF ROUTE 100 ARE GONE. THE LARGE WHITE BUILDING (#3) WAS A STORE WITH A LYCEUM ON THE SECOND FLOOR. IT IS NO LONGER STANDING.

AMONG THE MOST OUTSTANDING STRUCTURES IN THE VILLAGE ARE:

- #1 - JOHN CHADS HOUSE, CIRCA 1725. THE SPRINGHOUSE IS ACROSS THE ROAD FROM THE STONEHOUSE.
- #2 - CHADS FORD INN, WHICH JOSEPH DAVIS BUILT BETWEEN 1807- 1810. OTHER OWNERS HAVE SUBSEQUENTLY ENLARGED AND REMODELLED THE ORIGINAL STRUCTURE.
- #3 THE MERCHANT MILL GEORGE BRINTON BUILT THE MILL IN 1864 ON THE SITE OF THE MILL FRANCIS CHADSEY HAD CONSTRUCTED IN 1703.
- #4 THE ROW OF HOUSES ALONG PENNA. ROUTE 100 WERE BUILT BETWEEN 1840 AND 1850, WITH THE EXCEPTION OF THE CHADS HOUSE.
- #5 THE PRESENT BRIDGE ACROSS THE BARDYWINE CREEK IS LOCATED 100 FEET SOUTH OF THE 1829 BRIDGE'S LOCATION.

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Boatner, Mark Mayo III. Encyclopedia of the American Revolution.  
 Canby, Henry Seidel, The Brandywine  
 Futhey, J. Smith and Cope Gilbert. History of Chester County, Penna.  
 Lossing, Benson J. The Pictorial Field Book of the American Revolution,  
 MacElree, Wilmer W. Along the Western Brandywine.  
Pennsylvania, A Guide to the Keystone State. Compiled by Workers of the  
 Writers Program of the Work Projects Administration in the State of Pennsy-  
 lvania. (American Guide Series) New York: Oxford University Press, 1940.

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE			LONGITUDE		
	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds
NW	39°	52'	30"	75°	35'	55"
NE	39°	52'	30"	75°	35'	20"
SE	39°	52'	10"	75°	35'	20"
SW	39°	52'	10"	75°	35'	55"

APPROXIMATE ACREAGE OF NOMINATED PROPERTY:

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE

11. FORM PREPARED BY

NAME AND TITLE:  
 Eleanor Webster, Consultant

ORGANIZATION: Tri-County Conservancy of the Brandywine, Inc. DATE: June 12, 1970

STREET AND NUMBER:  
Box 141

CITY OR TOWN: Chadds Ford STATE: Pennsylvania CODE: 42

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National  State  Local

Name *S. R. S. [Signature]*

Title Executive Director

Date September 8, 1970

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

Chief, Office of Archeology and Historic Preservation

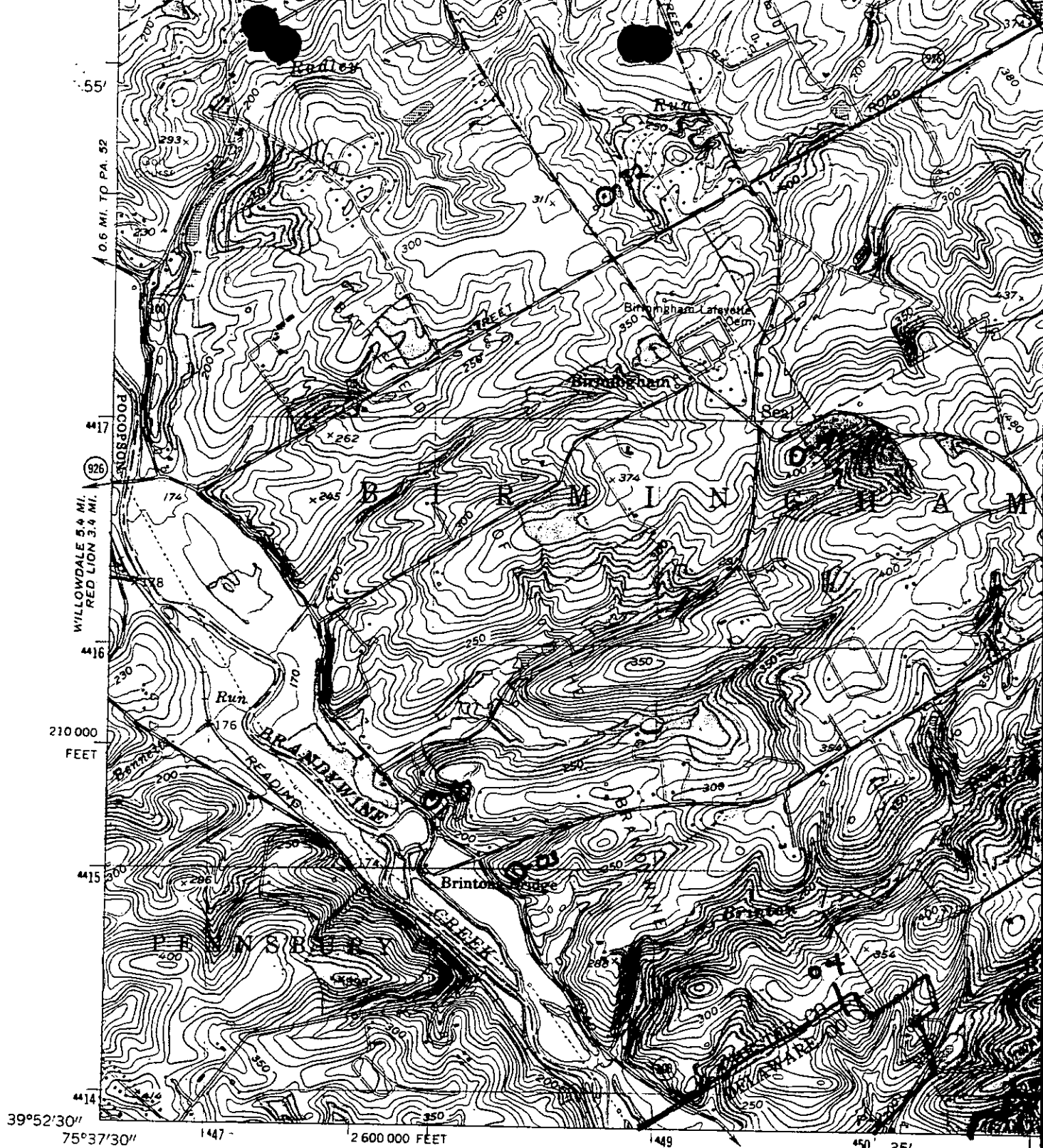
Date \_\_\_\_\_

ATTEST:

Keeper of The National Register

Date \_\_\_\_\_

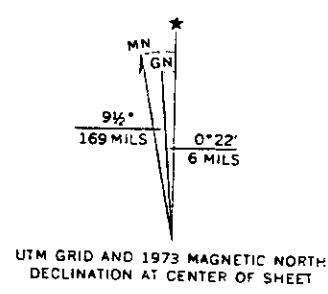
SEE INSTRUCTIONS



39°52'30"  
75°37'30"

Mapped, edited, and published by the Geological Survey  
 Control by USGS, USC&GS, and Pennsylvania Dept. of Highways  
 Topography from aerial photographs by photogrammetric  
 methods. Aerial photographs taken 1950. Field check 1954  
 Polyconic projection. 1927 North American datum  
 10,000-foot grid based on Pennsylvania coordinate system,  
 south zone  
 1000-meter Universal Transverse Mercator grid ticks,  
 zone 18, shown in blue  
 Red tint indicates areas in which only landmark buildings are shown  
 Revisions shown in purple compiled in cooperation with  
 State of Pennsylvania agencies, from aerial photographs  
 taken 1968 and 1973. This information not field checked  
 Purple tint indicates extension of urban areas

(KENNETT SQUARE)  
5863 / SW



CHADDS FORD  
DELAWARE CO.

WEST  
CHESTER  
QUAD.





UNITED STATES  
DEPARTMENT OF THE INTERIOR  
GEOLOGICAL SURVEY

CHADDS FORD HISTORIC DIST  
DELAWARE CO., PA  
WILMINGTON, NORTH DE-PA  
QUAD.

75°37'30" 47000m E : 2 600 000 FEET (PA.) 49 1 LENAPE 4.8 MI. 450 : 35'

200 000 FEET  
(PA.)

4472000m N.

4411

4410

50'

4409

WILMINGTON, PA. 3.2 MI.

