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United States Department of the Interior
National Park Service

National Register of Historic Places Inventory—Nomination Form

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See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic STRASBURG ROAD THEMATIC GROUP

and or common N/A

2. Location

street & number Strasburg Road N/A not for publication

city, town Humphreyville-Mortonville vicinity of (East Fallowfield Township)

state Pennsylvania code 42 county Chester code 029

3. Classification

Category	Ownership	Status	Present Use	
___ district	___ public	X occupied	X agriculture	___ museum
___ building(s)	___ private	___ unoccupied	___ commercial	___ park
___ structure	X both	___ work in progress	___ educational	X private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	X religious
___ object	N/A in process	X yes: restricted	___ government	___ scientific
X thematic	N/A being considered	X yes: unrestricted	___ industrial	___ transportation
		___ no	___ military	___ other:

4. Owner of Property

name MULTIPLE OWNERSHIP

street & number

city, town N/A vicinity of state Pennsylvania

5. Location of Legal Description

courthouse, registry of deeds, etc. Chester County Courthouse

street & number Market & High Streets

city, town West Chester state Pennsylvania 19380

6. Representation in Existing Surveys

title Chester County Historic Site Survey has this property been determined eligible? ___ yes X no

date 1981 ___ federal X state ___ county ___ local

depository for survey records Bureau for Historic Preservation, Pennsylvania Historical and Museum Commission

city, town Harrisburg state Pennsylvania

7. Description

Condition		Check one	Check one
___ excellent	___ deteriorated	___ unaltered	_X_ original site
_X_ good	___ ruins	_X_ altered	___ moved date N/A
___ fair	___ unexposed		

Describe the present and original (if known) physical appearance

The Strasburg Road completely bisects East Fallowfield Township, Chester County, in an east-west direction. It has an elevation of approximately 625 feet at Humphreyville, then gradually descends through the township for almost six miles to an elevation of about 250 feet on the west branch of the Brandywine Creek near the eastern boundary at Mortonville. The dry and well-planned road is basically a straight thoroughfare with few curves and is crossed by Dennis Run and the west branch of the Brandywine Creek.

Of the approximately 170 buildings plotted on the latest United States Geological Survey map near the road, 34 structures plus one bridge were initially considered. Upon further evaluation 13 structures plus one bridge have been nominated as historic resources contributing to the road with historical significance in transportation and appear to meet the criteria for placement on the National Register of Historic Places. Letter and number in parentheses refer to inventory numbers assigned during the area's historic site survey.

Fifteen roads either meet or bisect Strasburg Road of which five have formed a nucleus of development with heavier density than other sections of the road thereby creating hamlets with distinctive local flavor: Humphreyville, Towerville, Youngsburg, McWilliamstown, and Mortonville. Activity in Humphreyville, Youngsburg and Mortonville centered around their respective taverns while McWilliamstown grew around Hephzibah Baptist Church and Towerville was the result of someone's architectural vision. The open space between the hamlets is interspersed with schools, churches and many farmsteads to take advantage of the road's proximity to "meeting, mill and market."

The Strasburg Road as it exists today was complete by 1794 during East Fallowfield Township's second historic period, 1761-1810. Sections of the road however were laid out long before that, although the roadbed is slightly altered in some places. Among the earliest township officials appointed by the Court of Private Sessions were the Supervisors of Roads. The first recorded road supervisor in East Fallowfield Township was John Hannum who served in 1746. Until the passage of the Highway Act of 1762 the roads were cared for by local residents, each man providing his own tools. After 1762 the township Road Supervisor was permitted to levy taxes to maintain the roads within his jurisdiction. When the Strasburg Road became the responsibility of the state in 1806 and extended beyond the boundaries of East Fallowfield, rapid physical development took place. Historically, growth did not decline until during the fourth historic period, 1866-1910.

continued...

ARCHITECTURE

Because East Fallowfield Township was and is rural the local interpretation of architectural styles was generally very conservative and considerably later than its counterparts constructed in towns and cities of southeastern Pennsylvania.

Consequently, the time span for a specific architectural style is considerably longer. While numerous township historic resources are affiliated with the vernacular classification, none of these are located on the Strasburg Road. Of the fourteen nominated resources, half are various interpretations of the Federal style with the remainder divided between English Colonial and Queen Anne Revival plus a commercial structure and a bridge. Whitewashed fieldstone of three to seven bay wide proportions provide a connective and unifying visibility regardless of the architectural style.

English Colonial 1740-1879

The simple form of the English Colonial style provided for settlers on the frontier and in sparsely settled areas a method to construct homes without the need for intensive manpower. The unsophisticated design, void of any decorative embellishment, provided a structure of three bays, two stories, flush gable chimneys for heating and cooking, a central main entrance and a gable roof. The Daniel McPeak House (SRTH-4) and the Rev. Joshua Vaughan House (SRTH-22) are the best maintained examples of this type of architecture built during the eighteenth century, with McPeak House being the oldest documented residence in the township.

Federal 1774-1856

More substantial structures of stone and brick replaced the earlier settlement period buildings. The four to seven bay wide expansive configurations were very conducive to establishing tavern enterprises on the Strasburg Road: The Philip Dougherty Tavern (SRTH-3), the Drovers Inn (SRTH-11), White Horse Tavern (SRTH-17), and the Mortonville Hotel (SRTH-35). The Philip Dougherty House (SRTH-2), is the earliest constructed building of the period and reflects the most conservative Federal interpretation. On the other hand, the Robert Young House (SRTH-16) is the best country version of the style on the Strasburg Road with the Robert Wilson House (SRTH-12) possessing a few components as found in the cornice and the main entrance.

Queen Anne Revival, c1900

Until the turn of the century little alteration of the original styles of residential structures occurred in the township.

With the development of Towerville, the creation of a towered village by the DeHaven Brothers, the addition of Queen Anne elements became popular. The Asa Walton House, c1810 (SRTH-7), an earlier farmhouse, was transformed into a "country type" Queen Anne residence complete with a multifaceted tower and extensive verandas.

The short-lived DeHaven Brother's dream of towered houses on all horizons resulted in the construction of only two additional buildings in close proximity to each other on the Strasburg Road, the Isaac Pawling House, c1900 (SRTH-8) and the Harry DeHaven House, c1900 (SRTH-9).

The period and the accessibility to eastern trends and materials along the Strasburg Road may have influenced this development. Spaciousness and massiveness are articulated in the extensive verandas, two-story bay windows, conical towers, corbelled chimneys and open floor plans. These three examples represent the best Queen Anne structures built in the township during the late nineteenth and early twentieth centuries.

Commercial, 1820

While the tavern and inns ultimately should be classified as commercial buildings, the Robert Young Store (SRTH-19) was constructed as a utilitarian and auxiliary structure adjacent to the White Horse Tavern (SRTH-17). Its construction coincided with the ever-expanding tavern business. Functional in style, its sole purpose was to serve the travellers rather than be an architectural statement.

Bridges

After the Strasburg Road became a state road in 1806, the need arose for a substantial bridge crossing the West Branch of the Brandywine Creek in Mortonville and the township's eastern boundary. Built in 1826, the Mortonville Bridge (SRTH-33) is one of Chester County's oldest stone arch bridges in continuous use. Its sister bridge, Cope's, c1806, in nearby East Bradford Township is listed on the National Register of Historic Places.

The structures are built either very close to the road or a long distance from the Strasburg Road as in the case of the farmsteads, where the agrarians wanted easy accessibility to all areas of their farms and the road as well. Except for macademization of the important thoroughfare, the state road has remained unchanged in its 175 years of existance, nor have the buildings been significantly altered although their uses have changed.

At the time of construction forty percent of the nominated structures were classified as commercial because they catered to the needs of the travellers or developed as a reaction to the road passing through the township. Today almost all of the commercial properties have been converted into residences without destroying the integrity of the respective buildings and are in average to excellent condition.

8. Significance

Period	Areas of Significance—Check and justify below				
prehistoric	archeology-prehistoric	community planning	landscape architecture	religion	
1400–1499	archeology-historic	conservation	law	science	
1500–1599	agriculture	economics	literature	sculpture	
1600–1699	architecture	education	military	social/ humanitarian	
X 1700–1799	art	engineering	music	theater	
X 1800–1899	commerce	exploration/settlement	philosophy	X transportation	
1900–	communications	industry	politics/government	other (specify)	
		invention			

Specific dates N/A **Builder/Architect** N/A

Statement of Significance (in one paragraph)

Transportation and commerce are the themes that relate the nominated resources of the Strasburg Road to each other and connect them to the road. This relationship of the resources to the theme can be found in one or more of the following categories: namely, (1) provides service to travellers on the road; (2) it is a local reaction to take advantage of the road; (3) it is an example of the adoption of outside influences as a result of the road and (4) it is a component of the road itself.

Strasburg Road is locally significant as a nineteenth century transportation corridor that contributes to East Fallowfield Township's development and to the expansion of its agricultural economy. The growth of the agrarian township can be divided into several specific periods. These include: first period, 1681-1760; second period, 1761-1810; third period, 1811-1865; fourth period, 1866-1910; after 1911. Although the Strasburg Road was surveyed, laid out and became a state road during the second period, 1761-1810, it had its greatest impact on the development of the township during the third historic period, 1811-1865.

The Strasburg Road was the first major transportation route in the township. While the Old Wilmington Road was one of the first market roads in the area, it failed to develop as an important and profitable route. The Strasburg Road created an accessible route between western Chester County and the markets in Philadelphia. Portions of the road had been surveyed prior to 1800, but after the Philadelphia and Lancaster Turnpike toll road was authorized in 1793, the drovers insisted on a less expensive route to the farmers' markets in Philadelphia. Hence, in 1806, Governor Thomas Mifflin appointed John Hannum, Alexander Turner and Benjamin Brannan to lay out a road between Philadelphia and York, Pennsylvania. In the report filed by the men they state that no other road in the state would be more beneficial to the growth of commercial and agricultural interests in the state.

As the volume of traffic on the road in East Fallowfield increased, local businessmen began building taverns and auxiliary commercial establishments to meet needs of travelers as well as local citizens and to expand their businesses beyond the township borders. Increased activity on the Strasburg Road also led to the founding of several small communities along the east-west transportation corridor. Of the ten hamlets within the township, one-half of them are located on the Strasburg Road and four of these five hamlets developed to the degree that they required the establishmennt of post offices. Moreover, most of the educational and religious

facilities in the township were also built on or near the road.

Settlement of East Fallowfield Township predates the establishment of Strasburg Road as illustrated by the Daniel McPeak House (SRTH-4), which is situated on that part of the Strasburg Road in or near the roadbed of the Old Wilmington Road. The McPeak House is a reaction to the road in the sense that the farmer located his farm close to the road in order to take advantage of its accessibility to market.

In the historic period, 1761-1810, four structures were built along the Strasburg Road, namely: Philip Dougherty House (SRTH-2); Philip Dougherty Tavern, (SRTH-3); Rev. Joshua Vaughan House (SRTH-22); and Asa Walton House (SRTH-7). Like the McPeak House (SRTH-4), the Philip Dougherty House (SRTH-2) predates the Strasburg Road. It is located at the confluence of the Old Wilmington Road and the Strasburg Road, in that section of the Strasburg Road which was originally the roadbed of the Old Wilmington Road. He, too, located his house to take advantage of the road. Within four years he also constructed a tavern (SRTH-3) diagonally across the road to provide services to the increased number of travellers.

The Philip Dougherty Tavern, later known as the Humphreyville Hotel, was the most celebrated of the four taverns along the road and it received national recognition in a later period when General LaFayette visited the United States.

Not only farmers took advantage of the road, but its accessibility was also important to religious organizations. According to Futhey and Cope's History of Chester County, Pennsylvania, "In 1791, Joshua Vaughan became pastor (of the Hephzibah Baptist Congregation) and continued until 1818...Under Mr. Vaughan's ministry a great revival took place, and the membership was doubled. The old meetinghouse in Newlin had become too small, and being badly located, a new location was chosen where the Hephzibah Church now stands." Moving the church to the Strasburg Road allowed Rev. Vaughan to take advantage of the road's accessibility to increase his congregation's membership from 49 to 140 between 1791 and 1808. Rev. Vaughan constructed his residence (SRTH-22) on the road to be in close proximity to the church as well as accessible to his parishioners.

The Asa Walton House (SRTH-7) is one of the first farmhouses, constructed on the new state road (Strasburg Road became a state road in 1906) that exported goods and produce to markets east of the township, especially the Philadelphia metropolitan area. Although the house was built in 1810, it subsequently gained notoriety during East Fallowfield's fourth historic period, 1865-1910, when the DeHaven brothers attempted to construct a towered village and converted the Asa Walton farmhouse into a towered structure.

In the third historic period, 1811-1865, there was an increased need for facilities to service the travellers. Judging from the fact that the White Horse Tavern (SRTH-17) possesses high style elements from the Federal architectural period while still remaining very conservative, it is probable that this tavern serviced a more prosperous clientele than the drovers. On the other hand, the adjacent Robert Young Store (SRTH-19) was established as a commercial business and the building is strictly utilitarian, bearing no resemblance to any particular style. The store was constructed as a reaction to the road to exploit the new itinerant market.

Mr. Young, like other residents along the Strasburg Road, was exposed to outside influences, either from the travellers on this road or by his own increased mobility due to the road. As a result, he incorporated refined elements of the Federal style as found on the Philadelphia and Lancaster Turnpike into both his tavern (SRTH-17) and house (SRTH-16). This represents an adoption of outside influences and architectural styles as a result of the road.

In 1820, Jesse Bentley built a farmhouse (SRTH-11), in close proximity to the road, which in 1851, Robert Faddis converted to a drovers' inn to "accommodate the public, and to entertain strangers and travellers."

Of the product-oriented commercial establishments as opposed to service-related businesses, the Wilson tannery was was the most prominent and profitable. The profits from the successful operation of the tannery erected in 1815 were used by Robert Wilson in 1823 to construct a residence (SRTH-12) adjacent to the tannery. While the house is the only extant portion of the tannery complex, above ground ruins from the tannery remain. This property is a local reaction to the road's accessibility to markets beyond East Fallowfield Township.

The Mortonville Bridge (SRTH-33), constructed in 1826 is a physical part of the Strasburg Road. Two decades after the Strasburg Road became a state road, the heavier volume of traffic necessitated the replacement of the existing bridge by a more solid and substantial structure.

Just as the Drovers' Inn (SRTH-11) was originally constructed as a farmhouse, the Mortonville Hotel (SRTH-35) was also built as a residence. In 1796 this structure was built as a house for Thomas Worth and in 1849 was converted into a hotel by Crosley P. Morton. This mid-nineteenth century establishment located on East Fallowfield Township's extreme eastern boundary, was the only traveller oriented business designated as a "hotel".

In the fourth historic period, 1866-1910, an improved road system in addition to the development of the railroad led to the demise of the inns and tavern along the Strasburg Road. Commercial activity also diminished. The only new development of consequence was the proposed creation of a towered village under the auspices of the DeHaven Brothers. William and Harry DeHaven attempted to build a town of towered houses even by adding towers to existing farmhouses. They ran out of funds before their dream was fulfilled, but three houses still stand today as reminders of their vision: Asa Walton House (SRTH-7), Isaac Pawling House (SRTH-8), and the Harry DeHaven House (SRTH-9).

Asa Walton House (SRTH-7), as previously noted, was constructed as a farmhouse and its tower was added by the DeHaven brothers. The Isaac Pawling House (SRTH-8) on the other hand, was built as a towered residence. Isaac Pawling benefitted from the heavy traffic on the Strasburg Road to boost his trade as a blacksmith. About the same time Harry DeHaven constructed a home (SRTH-9) for himself across the street at the intersection of Strasburg Road and Park Avenue. The Queen Anne Revival architecture is the only attempt to adopt a particular architectural style intact. In addition, the accessibility of the road provided an ideal site for this commercial venture.

For almost one and a-half centuries the Strasburg Road was the transportation and commercial corridor through East Fallowfield Township. The nominated structures relate to the Strasburg Road in that they provided services to travellers on the road, exploited commercial opportunities of the road, served as a site for the adoption of outside architectural influences or were part of the road itself.

9. Major Bibliographical References

1. Adams, Archibald G. Hephzibah Baptist Church, 1720-1953. Privately printed, 1956.

2. Doe Run Presbyterian Church, 1740. Bicentennial Weekend, May 22,23, 197

10. Geographical Data

Acreage of nominated property 16 acres

Quadrangle name ~~Coatesville,~~ Parkesburg Quadrangle scale ~~1:24000~~

UTM References

See individual Inventory Forms

	Zone	Easting	Northing		Zone	Easting	Northing
A				B			
C				D			
E				F			
G				H			

Verbal boundary description and justification

See individual Inventory Froms

List all states and counties for properties overlapping state or county boundaries

state	N/A	code	N/A	county	N/A	code	N/A
state	N/A	code	N/A	county	N/A	code	N/A

11. Form Prepared By

name/title	Jane L. S. Davidson		
organization	Historic Research Associates	date	1985
street & number	Box 96, R.D. #2	telephone	(215) 942-3616
city or town	Glenmoore	state	Pennsylvania 19353

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national ___ state X local

As the designated State Historic Preservation 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.

State Historic Preservation Officer signature

title Larry E. Tise, State Historic Preservation Officer date

For NPS use only

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

date

Keeper of the National Register

Attest: date

Chief of Registration

GPO 894-788

Cost - Fillowfield

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state	code	county	code
N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A

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State Historic Preservation Officer signature Larry E. Tise

title Larry E.Tise, State Historic Preservation Officer date 9/26/83

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

date

Keeper of the National Register

Attest: date

Chief of Registration