

Edward Joseph Jackoboice was born during the Civil War and lived into the Great Depression. He was a skilled, inventive, productive machinist who served as the bridge between the family's manufacture of steam engines and woodworking machines to its manufacture of road maintenance machinery and hydraulic systems.

As a teenager circa 1879, Edward began serving an apprenticeship in his father's machinery business. He became a valued co-worker at the West Side Iron Works (est. 1880). The company advertised its products in city directories of the 1880s and 1890s: Steam Engines... Mill Work [mill machinery] and General Wood Working Machinery... Band Saws [and Table, Rip, Cut-off saws]... Saw Arbors... Sand Papering, Boring and Shaping Machines... Shingle Machinery... Shafting and Pulleys... and Excelsior Machines [upright model. These upright, rotary and wheel machines (one wheel of 20 knives) cut fine wood shavings (“excelsior”) used as stuffing for furniture cushions, mattresses, shipping boxes, etc.]. Joseph invented a lumber-recording device. Edward Joseph co-patented a sanding machine and a glue-jointing machine. And they designed customized fire escapes, installing over 100 around the city of Grand Rapids. They sold their products in Michigan, Ohio, Indiana and Wisconsin.

For fun, Edward Joseph built a steam-propelled boat for the Grand River named The Comet - indicating a really fast boat or a really good sense of humor. In 1897 he built a steam-powered automobile (said to be the fourth car in Grand Rapids). In 1898 Edward packed the car for a road trip and drove to Detroit. It was a six-day roundtrip on rough wagon roads that likely sparked his desire to build road maintenance machinery in the future. An old photo shows one of his cars packed with camping equipment, and he enjoyed hunting and fishing too.

After his father's death in 1899, Edward Joseph was the only surviving son. In 1906 he married Helen Hake, extending the family line and business. In the early 1900s, Edward manufactured woodworking machines for car body builders (Wilson, Fisher and Briggs) during early mass production of the automobile. Bouncing Model T drivers began demanding better conditions on dirt and gravel roads. So Edward transitioned from the manufacture of woodworking machines to the manufacture of road grader blades with early hydraulics. He sold the woodworking machinery business to the Chicago Machinery Exchange in 1921, but kept the family's old schoolhouse factory and in 1922 named it the Edward J. Jackoboice Company. He patented road scraper blades in 1923 and 1929, and a hydraulic scraper in 1929. This type of machinery revolutionized the maintenance of dirt and gravel roads, and it is still used across America. In 1931 his sons Edward William (1907-1980) and George A. Jackoboice (1908-1987) aptly renamed the business the Monarch Road Machinery Company (known in the 1930s for its reversible scraper blade). Edward Joseph passed away at age 70 in 1935.

To see Edward Joseph's complete profile with photos, old city maps, old newspaper clippings and business ads, one can go to the "Find A Grave" website [here](#).