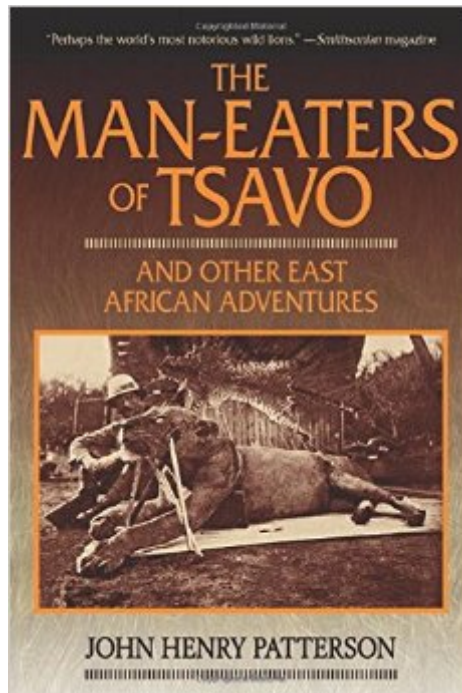


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The Man-Eaters Of Tsavo: And Other East African Adventures



Synopsis

When the British government undertook the construction of the Uganda Railway through East Africa in 1898, harsh criticism from the press, tremendous amounts of money spent, and rebelliousness of the workers turned out to be the least of the government's worries. Their biggest obstacle came in the form of two ravenous lions with a taste for human flesh, terrorizing the 35,000 laborers building a railway bridge over the Tsavo River. After killing more than one hundred-thirty people over the course of nine months, the lions completely halted construction, as the workers were too afraid to continue. Colonel John Henry Patterson, the chief engineer overseeing the project, then took matters into his own hands. An inexperienced hunter at the time, but a courageous and clever man, he took on the beasts and single-handedly brought an end to their nine-month reign of terror. Patterson's true account of his gripping and terrifying adventures confronting the lions and overseeing the project termed "The Lunatic Line," while tackling countless other obstacles, is a must for anyone looking for a thrilling read. With over 100 original photos of the East African lands, native tribes, and wild animals, *The Man-Eaters of Tsavo* is a true hunting classic.

Book Information

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Customer Reviews

The Man-Eaters of Tsavo by J. H. Patterson is available in several editions. It's sort of confusing which one to buy. Here are some notes on each edition:
The Man-Eaters of Tsavo (Peter Capstick Library Series). Publisher: St. Martins Press, 1985. 384 pages. When *The Man-Eaters of Tsavo* was originally published in 1907, it contained a wealth of photos and a map. Photos appeared on every two to three pages. These photos showed many local scenes, as well as the infamous lions. These

photos are very valuable for establishing a sense of place that words alone can't do. Beware of inexpensive reprints that omit all the photos and the map. The quality of the photo reproductions is not great in the Capstick Library edition. But these are the best looking photos in any edition currently available. This edition is virtually identical to the original book. The page sequence is the same, with only the addition of some new preface pages. This is the book to buy; however, for some strange reason it's hard to find on . If you search for "tsavo", you'll find used copies of this book at horribly inflated prices. But this book is still in print. Search for "tsavo capstick" and you'll find it--along with very reasonably priced used copies (under \$10).

Man Eaters Of Tsavo
[Hardcover]. Publisher: St. Martins Press, 1985. 384 pages. If you search for "tsavo" on , this is the hardcover edition of this book that you'll find. You'll likely see no trace of the Capstick edition. Well, it's the same book. Unfortunately, "Man Eaters of Tsavo [Hardcover]" is being sold like it's a collector's item, at inflated prices. Don't fall for this. Get the Capstick Library book listed above.

The Man-eaters of Tsavo. Publisher: SMK Books, 2009. 152 pages.

What a thrilling story of bravery and dedication! You may know of the ghastly Burma road building, the bridge over the River Kwai, and all the other twentieth century civil engineering works done under appalling conditions. This tale of "The Man-Eaters of Tsavo" is the daddy of them all, written in the Victorian era over one hundred years ago. But it is still unsurpassed as an example of supreme courage, fortitude and sheer doggedness - the building of the East African railway - from Nowhere to absolutely Nowhere or the Lunatic Line so-called in Britain. It was scheduled to run Mombasa-Victoria-Uganda, in a desperate effort to stamp out slavery by separating the two halves of the country, and as a barrier against feared German imperialism. The British Foreign Office sent out engineers, but the labour force was mainly Indians - 35 thousand arrived, out of which remained only one thousand workers hale and hearty to the end. The two Tsavo lions alone devoured some 100 men! The fever-ridden jungle or desert heat caused an unbearably tense situation, with the Indians trying to creep up on the Officers to kill them before they themselves were killed one way or another, and Colonel Patterson trying to kill the dangerous wild beasts. In spite of what must have been terrifying disasters, 580 miles of rails, including the Tsavo Bridge section, were completed. Such the Pupilshar cited had no other choice. What for me, who has seen the Tsavo Bridge and a lot of the descendants of the Tsavo-lions, was mostly astonishing when reading the dramatic account of Patterson, who succeeded in shooting the man-eaters, was the sober-mindedness and containment the author displays when relating this all. Some kind of Victorian aloofness.

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