



Figure 10 The proposal of the British political delegation for the southern boundary, February 1919. Source: Foreign Office sketch, 1919, doc. 8858 PRO, FO 608/98.

possibility of leaving the appropriate space for the construction of a railway from the south of the Dead Sea – a place designated for producing the Dead Sea’s mineral – to Beersheba. The document prepared by the British delegation included a sketch of a map that shows the proposed borderline and railway.¹⁵

This line was meant to join the track that the British army had placed between Beersheba and Rafah during the war. By doing this the British idea of connecting the Dead Sea with the Mediterranean Sea with a railway would be achieved. The topographic difficulties (the Dead Sea was 392m below sea level) did not seem to pose a serious problem for the British, who had proved their ability in far more difficult railroad constructing operations in different parts of their empire. Lord Balfour’s telegram had set off a series of telegrams and discussions about Palestine’s southern boundary, a line that was supposed to be Egypt’s north-eastern line.¹⁶ The primary suggestion did not relate to any change in the 1906 line, and it didn’t explain what would happen with the area south of the