

Research Summary

This study make a focus and bring to light disappear role of routes which connect between (Ancient Egypt and Ancient Sudan), where the more influence in the South of Egypt through the ancient Egyptian history, The scholar divided this study to sex Chapter each one included more than two or three point.

In **the first Chapter**: was background about the geography of Egypt and Sudan through geostrategic system, Through The nature and dimensions of the geographical locations of the routes between Egypt and Sudan in two parts, the first was the features and characteristics of the geographical locations of the routes in Egypt, The nature of the geographical location of Egypt, The strategic dimension of the routes sites in Egypt and the second was characteristics of the features of the geographical locations of the roads in the Sudan, Overlooking the ancient geography of the Sudan, The importance of road transport for the Sudanese network of ancient world.

Chapter II: Introduction to the study of the overland and hydraulic routes in Egypt and the Sudan 1- The vocabulary of meaning function the route in through texts sources, such as the words which mean the overland route, and the words which means the Hydraulic route, and others different words 2- The attention of the manifestations of the ancient Egyptian routes “how established and paved routes”, 3- Gods associated with the routes in Egypt, Sudan, Wb wAwAt, dedwon, others

Chapter III: The overland routes between Egypt and Sudan: 1- The routes of Eastern Desert: The network of routes in the Eastern Desert “Quseir-Nile” Road, “Korsko - Abu Hamad” Road, 2- The routes of Western desert: the network of route of The Darb el-Arbain "Assiut – Darfur", 3- the network of the routes in nubia.

Chapter IV: routes of mines and quarries between Egypt and Sudan, “wadi Al-hodi” Road "to the gold mines", route of the “Khafra quarries”.

Chapter V: hydraulic routes between Egypt and Sudan, the Nile route, the route to Punt.

Chapter VI: Joint route (land - water) between Egypt and Sudan, The route of cataract from 1-V1, route of Wadi Halfa – Semna, route of Marwi – Attabra.

The results of the study

The ancient Egyptians had a geographical accurate curriculum that relied upon in the preparation of these wild ways networks on the banks of the valley, but we have not received this curriculum written and documented only through the geographical Turin Papyrus from the reign of King sity I and it is sufficient on the existence of such an approach.

The Ancient Egyptian had used rigid stone to pave and create his ways, some of these stones are sandstone, limestone and basalt in paving ways like quarries of El basalt Mount of Qatran North of Fayoum, where runs via a length of 10 km and the width of the road about 2M and it is prepare from pieces of sandstone and some wood panels Petrified.

Ancient Egyptian were able to overcome the difficulty of sailing in The River Nile, especially where the first and the second Cataract because of the presence of rocks that impede ships so he dug a channel between these rocks for easy sailing as we have seen in the text of Wini hole for five channels and the text of Senwosret III, who Are drilling them again, signifying the importance of River transport in ancient Egypt.

Recent studies proved that the Pont area is located specifically in northern Somalia and the point at which Queen Hatshepsut ships docked exactly on one of the valleys that are geared toward the sea in the north-eastern Somalia, especially the river valley that previously was known as the Elephant River west of the head of "Gard Foy".

And finally ... this impressive network of roads in Egypt and its extension of the African dimension to the south had contributed in a lot of cultural and religious influences that have had a strong role in making those important areas following Egypt of Economic terms.