

opened up with railways, but several good, though now rather deserted, roads lead across it. The traveller who prefers railway communication will take the train by way of Girvan to Glen Luce, and thence to Dumfries. But those who wish to enjoy this south-western region of Scotland will keep a good deal to the old roads and either drive or walk. The coast-line south from Girvan abounds in interest and attractiveness. For the first few miles the road runs on a platform of raised beach eroded out of the tilted Silurian rocks [78]. It then mounts over the igneous mass of Bennan Head, and descends once more upon the raised beach, where now a little outlier of Permian sandstones can be seen. The coast-line having proved too rocky and precipitous for road-making, the roadway has been carried inland to the head of Glenapp, and descends this valley to Loch Ryan [76, 285, 286, 307]. The coast-line from Corswall Point to the Mull of Galloway is most instructive to the geologist as well as attractive to the lover of scenery. If time be limited, however, the best places to be visited are the three or four miles to the north of Port Patrick, and from Clanyard Bay to the Mull of Galloway.

From Stranraer, which lies on the low tract of land between Loch Ryan and Luce Bay, frequent railway communication is available for Dumfries. The railroad journey brings the traveller through much that is characteristic of Galloway scenery. From Glen Luce he will catch a glimpse of the great sand-dunes there [24]. The section of the line to Newton-Stewart passes through a region of ice-worn knolls of rock, 'drums' of boulder-clay [314], lochans, and peat. From **Newton-Stewart** some of the most interesting excursions in Galloway may be taken: as (1) Glen Trool, Merrick, and the southern and western edge of the great ice cauldron of Galloway; (2) to the top of Cairnsmore of Fleet; (3) to the raised beaches and alluvial platforms of Wigtown Bay and the picturesque cliffs of contorted Silurian rocks at Burrow Head; (4) by the old road across the moors, keeping the west foot of Merrick among abundant moraines, and descending into the plains of Ayrshire at Maybole [308]. From Newton-Stewart to Castle-Douglas is by far the wildest portion of the whole railway route. Indeed, for rugged desolation, it is hardly equalled by any piece of railway in the Highlands. Skirting the granite crags of Cairnsmore, through a