

## Infrastructural Layout and State Construction

Nineteenth-century national territorialization in the medium-sized German states was comprised of more than just a centralized administration, a unified legal code or an establishment of national symbols; it was a process that involved the spatial demarcation of state institutions, their centers, and their peripheries.

Michael B. Teitz notes that,

Modern urban man is born in a publicly financed hospital, receives his education in a publicly supported school and university, spends a good part of his life travelling on publicly built transportation facilities, communicates through the post office or the quasi-public telephone system, drinks his public water, disposes of his garbage through the public removal system, reads his public library books, picnics in his public parks, is protected by his public police, fire, and health systems; eventually he dies, again in a hospital, and may even be buried in a public cemetery.<sup>1</sup>

Accordingly, the paths we follow in our lives, as well as those of nineteenth-century Germans, are defined by institutions. These institutions and their infrastructures prevented, motivated, or enabled the movement and communication between people, thus delineating optional social spaces. They were not the sole determining factor in the process of social spatialization, but they constituted the basic framework and its fundamental constraints. The geographer, Torsten Hägerstrand, describes three important classes of constraints: authority constraints, which

restrict movement; coupling constraints, which define when and where individuals join others for mutual cooperation; capability constraints, which define the possible range of the individual movement in accordance with its given capabilities.<sup>2</sup>

The following three chapters are defined accordingly. The first chapter of this part discusses state attempts to control and monitor movement through the means of enforcements patrols, such as state police, passport, and customs controls. The second chapter describes the spatial restructuring of the German academic world, and the attempts to centralize, or at least control, the multiplicity of centers brought about by years of political plurality. The third chapter depicts the postal and railway networks, which constituted the primary means of long-term communication during the nineteenth century.

## NOTES

1. Teitz 1966, p. 36.
2. Hägerstrand 1970.

## REFERENCES

- Hägerstrand, Torsten. 1970. "What About People in Regional Science?" *Regional Science Association. Papers and Proceedings* 24: 7–21.
- Teitz, Michael B. 1966. *Toward a Theory of Urban Public Facility Location*. Berkeley, CA: Center for Planning and Development Research.