Cartographic Representations
of State Space

Even though none of the German states had managed to form fully integrated and unifying infrastructures, Part I shows that some of the states were more successful than others. Saxony was, perhaps, the most integrated especially due to its demographic homogeneity and the balanced division of power between the centers in Dresden and Leipzig. Apart from Saxony, all the others suffered from unresolved spatial divides between competing centers, regions, and peoples, which were only partially resolved by the development of infrastructures. Surprisingly, state 'hard power,' that is the army, police, and customs, which usually represents the centralized state system, was much less important in the establishment of a unified space compared to the roles of education and communication systems. Furthermore, intentional projects of state construction and territorialization struggled to reach their goals due to confrontation with existing institutes, norms, and public practices.

Despite the many steps toward infrastructural unity, this did not imply that the states were perceived as unities. This part discusses the abstraction of political spaces and, in particular, the manner in which the states were cartographically represented, which enabled the state to transform from an incoherent conglomeration to a coherent unity. Thongchai Winichakul states that, 'communication theory and common sense alike persuade us that a map is a scientific abstraction of reality. A map merely represents something which already exists objectively. In the history of the geo-body, this relationship was reversed. A map anticipated a spatial

reality, not vice versa. In other words, a map was a model for, rather than a model of, what it is purported to represent.'[1]

Accordingly, the chapters in this part of the book analyze the depiction of the various states in German maps between 1815 and 1866. This is not an analysis of a specific map or mapmaker but rather a pursuit of common patterns that identify the graphical and contextual conventions of the time. Chapter 5 describes the introduction of modern borders and significant capital cities in nineteenth-century maps. Chapter 6 describes the various ways in which states were cartographically perceived and placed in a regional context. Chapter 7 discusses the destabilizing effect of the railway system and its mapping on the visualization of the German states and their borders.

Note

1. Winichakul 1997, p. 130.

Reference

Winichakul, Thongchai. 1997. *Siam mapped: A History of the Geo-body of a Nation*. Honolulu: University of Hawaii Press.