

There has been a misconception that Hearst was originally called Ste. Brigitte de Grant. This was erroneously documented in a Heritage Hearst publication about Historic Buildings back in 1975 and repeated in a newspaper special edition. The following quotation from the Diocese of Hearst website sets the record straight.

"Bishop Élie Anicet Latulipe, bishop of Haileybury, came to Hearst for his pastoral visit on the 15 and 16th of September 1918, as is indicated in the first register of the cathedral. This was before the arrival of Bishop Hallé when Hearst was a part of the diocese of Haileybury. He tells of his visit to Hearst, followed by his visit to St. Brigid of Grant on the 17 and 18th of September, 1918. It was a siding a few miles east of Nakina, whereby the present church of Nakina was brought in on a flatcar when Grant was moved to Nakina in 1923. It also served as a school in Grant and in Nakina. He ended his visit to Grant with these words: "We regret to say that women in general are not modest enough in their way of dressing up. There are 90 Catholics and the religious temperature seems quite cold".

Hearst was originally called Grant back in 1911 before formally being named Hearst in 1912. The National Transcontinental Railway had a Divisional Point 122 miles west of Cochrane which was originally called Grant, probably after their chief Engineer, Gordon Grant. In 1912 they changed the name of this Div. Point to Hearst to be consistent with the town and in 1913 named the next Div. Point, 125 miles west of Hearst, Grant, causing some historical confusion.

See the Wikipedia entry for Grant below. (I found some uncertainty concerning the last spike which was driven on Nov. 17, 1913 and added the note about the last spike being driven in Quebec. This is not the same Nellie Lake we find in Ontario) *"The town came into being with the construction of the [National Transcontinental Railway](#) (NTR) in 1913. It was established as a [divisional point](#) between the Grant Subdivision, leading 131.23 miles (211.19 km) west to the next divisional point of [Armstrong](#), and the Hearst Subdivision, District 2, leading 125.11 miles (201.35 km) east to the next divisional point of [Hearst](#).^{[2][3]} The National Transcontinental Railway was 1,804.7 miles (2,904.4 km) in length, from [Moncton, New Brunswick](#), to [Winnipeg, Manitoba](#). The last spike of the NTR was driven at Grant on November 17, 1913, 1,283.2 miles (2,065.1 km) west of Moncton. ^[citation needed] This information is suspect. The November 1913 issue of *Canadian and Marine World* makes reference to a November 17, 1913 press dispatch from Cochrane, Ontario which states that the last section of steel on the NTR was laid 200 miles East of Cochrane near Nellie Lake.*

The town of Grant lost its importance as a railway divisional point following the 1924 completion of the Longlac-Nakina Cut-Off. The [Canadian National Railway](#), which had assumed control of both the National Transcontinental Railway and the [Canadian Northern](#) railway, built this new section of line to connect the two transcontinental main lines. At that time most of the buildings were removed to the new divisional point at Nakina at Mile 15.9 of the former Grant Sub-Division. The portion of the former NTR from [Hearst](#) to [Nakina](#) became the Pagwa Sub-Division, with Grant located at mile 125.1, between the railway points of Opemisha to the west and [Jobrin](#) to the east.^[3] By 1960, this section track was part of a marginal secondary main line, with little in the way of through freight, or passenger traffic. A 122-mile (196 km) section of this line between Nakina and [Calstock](#), the route through Grant, was abandoned in 1986.^[3]"