



TREASURE INVESTMENTS CORPORATION

P R E S E N T S

STAGE COACH GOLD



Leon J. J. J.

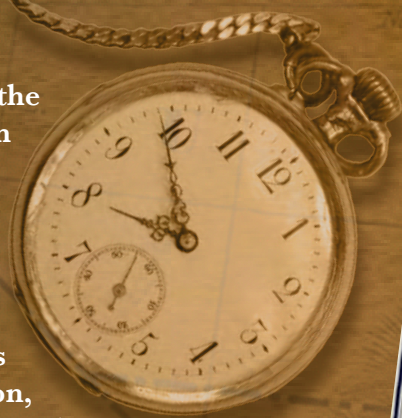
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The Overland Trail (also known as the Overland Stage Line) was a stagecoach and wagon trail in the American West during the 19th century. While portions of the route had been used by explorers and trappers since the 1820s, the Overland Trail was most heavily used in the 1860s as an alternative route to the Oregon, California, and Mormon trails through central Wyoming. The Overland Trail was famously used by the Overland Stage Company owned by Ben Holladay to run mail and passengers to Salt Lake City, Utah, via stagecoaches in the early 1860s. Starting from Atchison, Kansas, the trail descended into Colorado before looping back up to southern Wyoming and rejoining the Oregon Trail at Fort Bridger.

The stage line operated until 1869 when the completion of the First Transcontinental Railroad eliminated the need for mail service via stagecoach. Mostly used during the gold rush of 1848. In 1857, the United States Post Office Department extended bids for mail service along what became known as the "southern route" from Memphis, Tennessee, to San Francisco, California, through New Mexico and Arizona. The contract was given to the Butterfield Overland Mail Company and service ran until the Civil War started in 1861.

Wells Fargo was the primary lender to the company and took control when it suffered financial difficulties in 1859. After the southern route was disbanded, the Overland Mail Company moved its operations to the central line between Salt Lake City and Sacramento.



GREAT OVERLAND MAIL ROUTE.
PACIFIC AND ATLANTIC STATES.
WELLS, FARGO & CO.
SOLE PROPRIETORS.

FARE REDUCED! TIME SHORTENED!

On and after the 1st day of April, 1867, passengers will be forwarded through at the following reduced rates, viz:

| | |
|-------------------------------|--------|
| Sacramento to Omaha | \$300. |
| Virginia City to Omaha | 275. |
| Austin to Omaha | 225. |
| Sacramento to Cheyenne | 250. |
| Virginia City to Cheyenne | 225. |
| Austin to Denver | 225. |
| Salt Lake to Bannock, Montana | 175. |
| " " Helena | 120. |
| " " Fort Bend | 100. |

WELLS, FARGO AND COMPANY, 1875 EASTBOUND
Stage Coach
SCHEDULE FROM SAN FRANCISCO:

Leave Daily for the Sierra Gold Mines
Tri-Weekly for Reno & Virginia City
Monday for Arizona

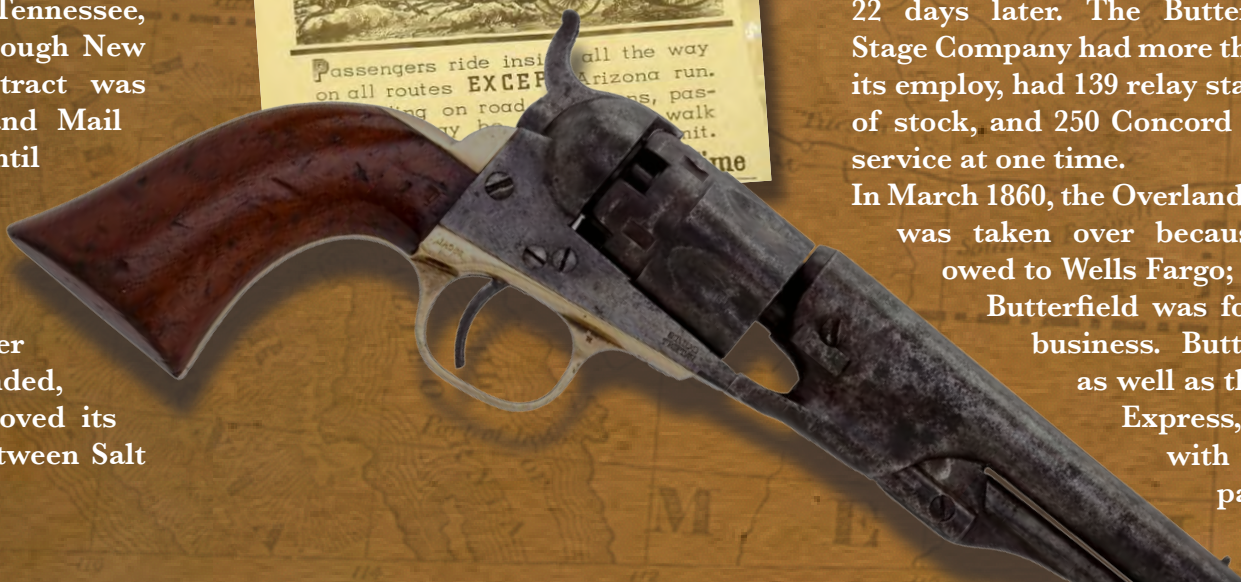
Passengers ride inside all the way on all routes EXCEPT Arizona run. Riding on road, passengers, walk by hand.

The Butterfield Overland Mail Company held the U.S. Mail contract from September 15, 1857 on a six-year contract. On that date, stages departed from St. Louis and San Francisco for the first time. The stage from San Francisco arrived in St. Louis 23 days and four hours later with the mail and six passengers. The scheduled time between the two points was 25 days. The Overland Mail made two trips a week over a period of two and a half years. Each Monday and Thursday morning the stagecoach would leave Tipton and San Francisco on their cross-continental journey, carrying passengers, freight and up to 12,000 letters.



The western fare one-way from Memphis or St. Louis to the Golden Gate was \$200, with most stages arriving at their final destination 22 days later. The Butterfield Overland Stage Company had more than 800 people in its employ, had 139 relay stations, 1800 head of stock, and 250 Concord Stagecoaches in service at one time.

In March 1860, the Overland Stage Company was taken over because of the debt owed to Wells Fargo; as a result, John Butterfield was forced out of the business. Butterfield's assets, as well as those of the Pony Express, were to wind up with the Wells Fargo partners.



In March 1861, before the American Civil War had actually begun at Fort Sumter, the US Government formally revoked the contract of the Butterfield Overland Stagecoach Company in anticipation of the coming conflict. An Act of Congress, approved March 2, 1861, discontinued this route and service ceased June 30, 1861. On the same date, the central route from St. Joseph, Missouri to Placerville, California went into effect. This new route was called the Central Overland California Route. Under the Confederate States of America, the Butterfield route between Texas and Southern California was operated by George Henry Giddings as part of the Overland Mail Corporation route, with limited success, from 1861 until early 1862.

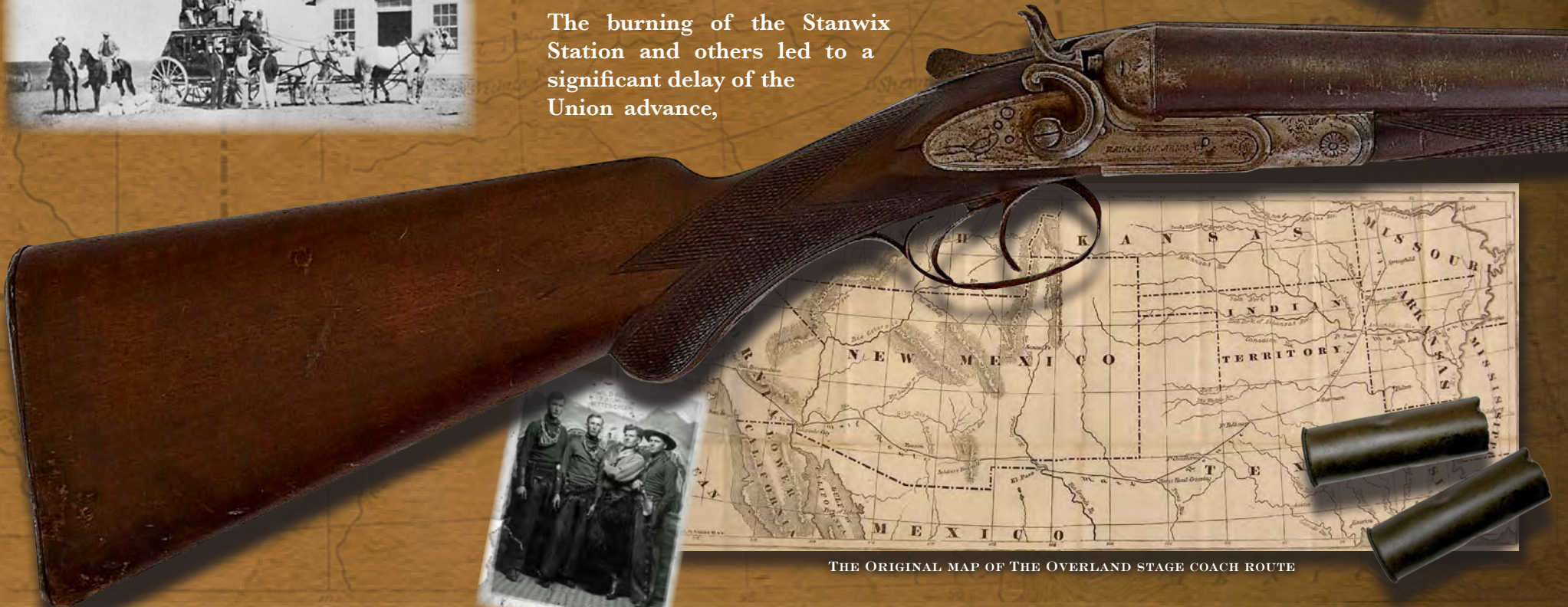
Wells Fargo continued its stagecoach runs to mining camps in more northern locations until the coming of the US Transcontinental Railroad in 1869.

At least four battles of the American Civil War occurred at or near Butterfield mail posts; the Battle of Stanwix Station, the Battle of Picacho Pass, Second Battle of Mesilla, and the Battle of Pea Ridge. Three clashes between the Apache and Confederate, or Union, forces in the Apache Wars occurred on the route; First Battle of Dragoon Springs, Second Battle of Dragoon Springs, and the Battle of Apache Pass. Confederates attempted to keep the stations from Tucson to Mesilla open while they destroyed the stations from Tucson to Yuma which were used to supply the Union army as it advanced through Traditional Arizona.

postponing the Fall of Tucson, Arizona's western Confederate capital, which housed one of two territorial courts; the other court was in Mesilla. All said engagements happened in the Confederate Arizona and Arkansas sectors of the mail route.



The burning of the Stanwix Station and others led to a significant delay of the Union advance,



THE ORIGINAL MAP OF THE OVERLAND STAGE COACH ROUTE

STAGE COACH GOLD

THE PERSONIFICATION OF THE EXPANDING FRONTIER

The sturdy, practical Concord Wells Fargo stagecoaches provided speedy service across a vast territory during the nineteenth century. The (Butterfield) Overland route stretched to the Pacific starting in 1858. From 1866-69, Wells Fargo operated the major overland stagecoach routes west of the Missouri River, covering 2,500 miles of territory from California to Nebraska, Arizona to Idaho. Skilled drivers guided coaches pulled by teams of four or six horses, at an average speed of five miles per hour. There were stops every twelve miles to change horses, and about every forty-five miles to allow driver and passengers to eat a quick meal.

This American handmade bronze sculpture by Laran Ghiglieri is cast in the traditional "Lost Wax Casting" process and originally created with over 3000 individual pieces, making this one of the most detailed sculptures of its kind in the world today.



The highest quality of bronze and the most precise forging techniques were used to create this masterpiece, ensuring this sculpture will remain a relevant and cherished treasure for generations to come.



Breathtaking in detail, this incredible sculpture's micro-finishing is simply awe inspiring and historically accurate. 'Stage Coach Gold' is reproduced in pure bronze, cast in dark patina finishes with hand-applied highlights that create natural variations in texture and color and then hand rubbed to bring out the awesome detail, making a unique and lasting sculpture that is an original work of art. This ensures that no two masterpieces are alike. The statue is then mounted on a beautiful solid maple base with an etched brass plate bearing the name of the bronze, the edition number and the artist's name and signature.



STAGE COACH GOLD BY LARAN GHIGLIERI - DIMENSIONS: 27"H X 15" W X 72"L. WEIGHT APPROX: 350LBS



Laran's painstaking attention to detail really comes to life in his rendition of cowboys. These are hard-working, hard-drinking, weathered men. Their attire was practical for their purpose, long coats for protection and weapons concealment and large wide brimmed hats sheltered them from the sun. Laran's horses, in particular have a lifelike grace. In teams, they strain together; yet, each animal is a unique individual.



Mr. Ghiglieri spent the past year collaborating on this sculpture, personifying the authentic Wells Fargo stagecoach. Inspiration and detail work was derived from months of research extracted from the original blueprints of the Concord Stage Company archives.



METICULOUSLY HAND CRAFTED, PATINA FINISHED AND AVAILABLE IN BRONZE, .999 SILVER OR .9999 24K GOLD



UNCOMPROMISING IN DETAIL - STAGE COACH GOLD BY LARAN GHIGLIERI



THE ORIGINAL WAX CREATION INCLUDED OVER 3000 SEPARATE PIECES



REAL SILVER AND GOLD BARS

HISTORICALLY ACCURATE IN EVERY WAY, INCLUDING A LOCK BOX WITH REAL SILVER AND GOLD BARS



AN HEIRLOOM MASTERPIECE IN ITS OWN RIGHT



Laran Ghiglieri - Laran commands a dedicated international following and has contributed to many spectacular monuments throughout the country, including a bronze eagle which stands over 33 feet tall and weighs in excess of 14 tons. His moving and inspiring sculptures range in theme from historical and wildlife to patriotic and sports-related.

Born into a family of exceptional artists, Laran Ghiglieri undoubtedly inherited a creative streak, the legacy of generations of artistic genius. A true prodigy, he began designing and creating master works of art at the age of eleven.

Later, under the tutelage and guidance of his father, world famous Master Sculptor Lorenzo Ghiglieri, Laran collaborated, created and co-produced hundreds of paintings, sculptures and significant monuments.



LUCKY STRIKE

By the time he was 19 years old, he had amassed a portfolio of creations including sculptures which had already achieved values surpassing \$60,000.00.

Laran has both earned and cultivated his own contingency of collectors, and has made contributions to many spectacular monuments in the United States, Japan and South America.

One of his breathtaking masterpieces, REFLECTIONS OF AMERICA, is a particular career highlight. An imposing, mirror-imaged double eagle entwined in the unfurling American flag, it stands over five feet tall and is permanently on display at the United States House of Representatives in Washington, DC.



REFLECTIONS

Laran Ghiglieri has the courage and the ingenuity to continuously explore new avenues of creative expression and artistic virtuosity. His future promises the gift and

the achievement of his own legacy, both the culmination of his abundant heritage and the vision of his boundless imagination.



AFRICAN TREASURE



PLAY TIME



EAGLE'S APPROACH



NOBLE ONE



SPIRIT OF AMERICA



MARK RUSSO - CEO
TREASURE INVESTMENTS CORPORATION
& ARTIST LARAN GHIGLIERI

It's 1865 just south of Julesburg, Colorado on a dusty pitted road loaded with it's precious cargo 'Gold and mail'. Connecting the American West these stagecoach lines are the lifeline of the expanding frontier. Passengers, government mail, gold, silver and supplies are carried from Missouri through Kansas, Utah, New Mexico, Texas and back.

Running at full speed the driver steers the team clear, through a narrow gap in the twisted sage pine. The trail is dangerous. Bandit and Indian attacks are common. A moment ago three Comanche warriors sprang from nowhere shooting arrows. Luckily, missing their mark, they were slowed by a massive cloud of dust and rock. The warriors halted the attack. A close call, another two miles to safety of the next stage post. *(Artists inspiration for Stage Coach Gold)*



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