

result is that the Department can take both the measures against an assessee for the same offence (Deletion of section 28(4) of Indian Income-tax Act, 1922).

(7) Provision for publication of particulars relating to proceedings under all Direct Taxes in respect of any assessee.

(8) Furnishing of information relating to any assessee on application by any person to the Commissioner of Income-tax concerned. (Section 138 of Income-tax Act, 1961).

(9) Provision for persons taking contracts to report payments exceeding Rs. 50,000 during a year to the Income-tax Officer within one month of the taking of the contract. (Section 285A of the Income-tax Act, 1961).

Administrative measures—

(1) Effective exercise of the powers of search and seizure.

(2) The Reward Rules for giving information in cases of tax evasion were liberalised.

(3) Launching of prosecution for deliberate concealment of income.

(4) Four Intelligence Units have been set up since January, 1966 at Calcutta, Madras, Bombay and Delhi to collect useful 'intelligence' which will be helpful in tackling tax evasion and processing cases for prosecutions under various direct taxes. In addition, the Units also assist the Commissioners in the matter of searches and follow-up action in search cases.

(5) Prior to 1965, there were two Central Commissioners at Bombay and Calcutta. Cases of large scale evasion were allotted to Income-tax Officers working under these Commissioners. In 1965, two more Central Commissioners' charges were created in Delhi and Madras, and the Special Investigation Circles were transferred to the

Central Commissioners, to enable and Calcutta. Cases of large scale study of tax evasion cases.

नई दिल्ली स्टेशन के क्षेत्र से लोगों का हटाया जाना

69. श्रीमती विद्यावती चतुर्वेदी : क्या निर्माण, आवास और पूर्ति मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि लगभग 20,000 लोगों को नई दिल्ली रेलवे स्टेशन के क्षेत्र से हटाकर नांगलोई गांव में पहुंचा दिया गया है ताकि नई दिल्ली रेलवे स्टेशन के आस पास के क्षेत्र को साफ सुथरा रखा जा सके; और

(ख) यदि हां, तो उन्हें मार्च-अप्रैल के दौरान वहां से न हटाने के क्या कारण हैं जब ठंड कम होती है।

†[REMOVAL OF PEOPLE FROM NEW DELHI STATION AREA

69. SHRIMATI VIDYAWATI CHATURVEDI: Will the Minister of WORKS, HOUSING AND SUPPLY be pleased to state:

(a) whether it is a fact that about 20,000 people have been removed from the New Delhi Railway Station area and sent to Nangloi Village so as to keep the area around the New Delhi Railway Station clean and tidy; and

(b) if so, the reasons for not removing them during March-April when it is comparatively less cold?]

निर्माण, आवास और पूर्ति मंत्रालय में उपमंत्री (सरदार इकबाल सिंह): क और ख नई दिल्ली रेलवे स्टेशन के केला गोदाम क्षेत्र के निकट अनधिवास करने वाले लगभग 18,000 व्यक्तियों को श्रम-शोषड़ी हटाने की योजना के अंतर्गत 26 तथा 27 नवम्बर, 1967 को नजफगढ़ रोड, नांगलोई तथा

†[Transferred from the 14th February, 1968.

‡[] English translation.

हस्तसल को भेज दिया गया। अत्यन्त आवश्यक प्रकार की अतिरिक्त सुविधाएँ देने के लिए, जैसे कि नई दिल्ली को कुछ वर्तमान रेल गाड़ियाँ, मा. गाड़ियों की लाइनों को बचाते हुए भेजना तथा दिल्ली के बढ़ते हुए याता-यात को संभालने के लिए दिल्ली में अतिरिक्त सुवर्धन रेल गाड़ियों की भी व्यवस्था करना; इसे साफ किए गए क्षेत्र को रेलवे अधिकारियों के द्वारा तुरन्त आवश्यकता थी। अतएव सफाई के कार्य को प्राथमिकता के आधार पर किया गया।

†[THE DEPUTY MINISTER IN THE MINISTRY OF WORKS, HOUSING AND SUPPLY (SARDAR IQBAL SINGH): (a) and (b) About 18,000 persons squatting unauthorisedly in the Kela Godown area near the New Delhi Railway Station were removed to Najafgarh Road, Nangloi and Hastals on the 26th and 27th November, 1967, under the Jhuggis and Jhopris Removal Scheme. The cleared area was required by the Railway authorities immediately to provide additional facilities of an extremely urgent nature such as diversion of some existing train services via the Goods Avoiding Lines to New Delhi and also to provide additional suburban trains in Delhi area to meet fast developing traffic requirements. The clearance of the area was, therefore, undertaken on a priority basis.]

‡[CONSTRUCTION OF THE TRIVANDUM AIRPORT RUNWAY

109. SHRI S. S. MARISWAMY: Will the Minister of WORKS, HOUSING AND SUPPLY be pleased to state:

(a) whether Governments attention have been invited to a press report published in *Blitz weekly* at page 15 of the issue dated 13th January 1968

†[] English translation.

‡Transferred from the 14th February, 1968.

regarding the scandal in the construction of Trivandrum airport runway;

(b) if so, the reaction of Government thereto; and

(c) whether any action has been taken in this regard against the engineers who were incharge in supervising the implementation of the contract?

THE DEPUTY MINISTER IN THE MINISTRY OF WORKS, HOUSING AND SUPPLY (SARDAR IQBAL SINGH): (a) to (c) The information is being collected and will be laid on the Table of the House.

†UTILISATION OF CENTRAL LOANS

122. SHRI R. P. KHAITAN: Will the Minister of FINANCE be pleased to state:

(a) what steps the Planning Commission have taken or propose to take to see that the amount advanced to the State Governments and Departments of the Central Government is spent in time, efficiently and properly for the purposes earmarked; and

(b) what measures are proposed to be taken in cases of violation of conditions or deviation from the main purposes?

THE DEPUTY PRIME MINISTER AND MINISTER OF FINANCE (SHRI MORARJI R. DESAI): (a) and (b) The Central assistance to State Governments for their plan programmes is regulated in accordance with the patterns of assistance laid down by the Planning Commission. The Planning Commission conduct periodical reviews in order to see that the priorities set by them are adhered to. Final payments of Central assistance are made only on the basis of audited figures of actual expenditure.

†Transferred from the 15th February, 1968.